

Please Remit All Payments to:

Butler Machinery Co. PO Box 9559 Fargo, ND 58106-9559

CORPORATE OFFICE: Ph: (701) 232-0033 * Fax:(701) 298-1717

visit our website at: www.butlermachinery.com



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| SOLD TO | SHIP TO |
| ROUNDS CONSTRUCTION CO INC 1124 34TH AVE BROOKINGS SD 57006-6534 | |

| | | | | | |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | KEVIN WYNIA | 10-18-23 | 04WO0334087 | 1 of 1 |
| SHIP VIA | | DOC DATE | REFERENCE NO. | | |
| | | 10-11-23 | SF01615 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 14707.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

REPLACE APRON TRUNNION
 COMPLAINT: APRON ARM CAME OFF OF TRUNNION.
 CAUSE: WORN COMPONENTS.
 CORRECTION: CUSTOMER'S MECHANIC HELPED COMPLETE THE REPAIR. RIGHT SIDE ARM OF THE APRON FELL OFF THE TRUNNION, REMOVED RIGHT SIDE CAP AND PULLED APRON OUT OF THE WAY. REMOVED TRUNNION AND INSTALLED NEW TRUNNION. HAD TO WEDGE METAL IN THE ARMS TO GET THE ARM BACK INTO PLACE, INSTALLED NEW CAP. WEDGED METAL IN PLACE AND REPEATED PROCESS ON THE LEFT SIDE OF THE APRON. OPERATED MACHINE AND VERIFIED EVERYTHING WORKED AS IT SHOULD.

| | | | | | |
|------------------|---------|----------|---|---------|-----------|
| 2 | 3G-0034 | TRUNNION | N | 569.47 | 1138.94 |
| 2 | 7J-4983 | CAP BRG | S | 157.49 | 314.98 |
| 4 | 7X-0388 | BOLT | S | 12.36 | 49.44 |
| TOTAL PARTS | | | | SEG. 01 | 1503.36 * |
| TOTAL LABOR | | | | SEG. 01 | 714.00 * |
| SEGMENT 01 TOTAL | | | | | 2217.36 T |
| ----- | | | | | |
| HANDLING CHARGE | | | | | 90.20 T |
| SD STATE TAX | | | | | 96.92 T |

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BROOKINGS SD 57006-6534

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| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 1 of 34 |
| SHIP VIA | DOC.DATE | | REFERENCE NO. | | |
| | 08-18-23 | | SF00174 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

WASH MACHINE

TOTAL LABOR SEG. 01 1209.00 *
SEGMENT 01 TOTAL 1209.00 T

REMOVE & INSTALL BOTTOM GUARD

TOTAL LABOR SEG. 02 610.50 *
SEGMENT 02 TOTAL 610.50 T

TROUBLESHOOT HYDRAULIC HOSES/LINES FOR LEAKS

COMPLAINT: OIL LEAKING FROM UNDER THE TRACTOR.
CORRECTION: OPERATED THE MACHINE, FOUND HYDRAULIC OIL LEAKING FROM THE LEFT SIDE OF THE FRAME RAIL UNDER THE CAB. CLEANED UP THE AREA AND LOCATED WHERE THE LEAK WAS COMING FROM.

TOTAL LABOR SEG. 03 148.50 *
SEGMENT 03 TOTAL 148.50 T

REPLACE GASKET/RESEAL HYDRAULIC HOSES/LINES

COMPLAINT: HYDRAULIC LEAK COMING FROM THE LEFT SIDE OF THE TRACTOR FRAME RAIL.
CAUSE: BLOWN O-RING.
CORRECTION: REMOVED THE HOSE AND FOUND THE O-RING

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WAS BLOWN. INSTALLED A NEW O-RING AND ASSEMBLED.
 RAN MACHINE AND CONFIRMED THERE WEREN'T ANY OTHER
 LEAKS.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 04 | 148.50 * |
| SEGMENT 04 TOTAL | | 148.50 T |

REPLACE AIR CONDITIONER LINES
 COMPLAINT: CUSTOMER WANTED THE HOSE BETWEEN THE
 COMPRESSOR AND CONDENSER REMOVED SO IT COULD BE
 PUT ON THEIR OTHER 627K.
 CAUSE: NEW HOSE NOT READILY AVAILABLE.
 CORRECTION: REMOVED BELLY PANEL TO ACCESS THE
 HOSE. REMOVED THE REFRIGERANT, CLAMPS, ETC.
 REMOVED THE HOSE AND CLEANED IT UP. RECEIVED NEW
 HOSE, BROUGHT MACHINE BACK IN AND REMOVED BELLY
 PAN. INSTALLED THE NEW HOSE. INSTALLED THE CLIPS
 AND TORQUED THE HOLD DOWN NUTS. PULLED A VACUUM ON
 THE SYSTEM AND CHARGED. OPERATED THE A/C AND FOUND
 THE RIGHT CONDENSER FAN WASN'T TURNING. THE RELAY
 HAS FAILED. THE RELAY FOR THE LEFT FAN WAS DAMAGED
 SO IT WAS REPLACED ALSO. TIED UP THE ELECTRICAL
 AND VERIFIED THE A/C WAS WORKING CORRECTLY.
 INSTALLED BELLY PAN AND PARKED THE MACHINE.

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| | | | | | | |
|---|----------|--|---------------------|---------|-------|----------|
| 2 | 3E-5239 | | RELAY A | S | 34.73 | 69.46 |
| 2 | 327-0282 | | SEAL-INTEGRA | S | 11.40 | 22.80 |
| 1 | 332-0014 | | CLIP-LOOP | N | 14.51 | 14.51 |
| 4 | 134A | | R134A FREON PER LBS | | 12.66 | 50.64 |
| | | | TOTAL PARTS | SEG. 05 | | 157.41 * |
| | | | TOTAL LABOR | SEG. 05 | | 808.50 * |
| | | | SEGMENT 05 TOTAL | | | 965.91 T |

PERFORM PRODUCT UPDATE ON DIFFERENTIAL
 COMPLAINT: METAL IN FRONT DIFF HOUSING
 CAUSE: DIFF CARRIER IS BROKEN IN ALL 4 WEBBING
 SECTIONS BETWEEN RING GEAR MOUNTING FLANGE AND
 BEARING JOURNAL
 RESULTANT DAMAGE: BROKEN TOOTH ON RING GEAR,
 PINION GEAR IS CHUNKING OUT, DIFF CARRIER CASE
 HALF IS BROKEN, CASE HALF BEARING HAS SPUN ON
 CARRIER JOURNAL, DIFF PINION GEAR SPIDER IS SCORED
 AND STEPPED, GEARS ARE DAMAGED FROM METAL
 CONTAMINATION
 CORRECTION: REMOVED AXLES AND UNHOOKED THE
 TRANSMISSION/DIFFERENTIAL UNIT. THE DIFFERENTIAL
 LOCK HOSE WAS UNHOOKED WHEN THE MACHINE CAME IN.
 REMOVED THE UNIT. SPLIT THE DIFFERENTIAL OFF OF

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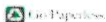
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THE TRANSMISSION. DISASSEMBLED DIFFERENTIAL, CLEANED AND INSPECTED PARTS. MEASURED THE DIFF CARRIER WHERE THE BEARING RACES, FOUND WITHIN SPEC. DIFF LOCK SIDE MEASURED WITHIN REUSABILITY SPECS. DIFF LOCK PISTON SEALS WERE DAMAGED, PISTON AND HOUSING WERE SEVERELY SCORED. DIFF LOCK JAWS WERE BREAKING APART. CUSTOMER ELECTED TO NOT PERFORM CERTIFIED RECONDITION. CUSTOMER PROVIDED NEW AFTERMARKET PARTS. INSTALLED NEW DOWELS IN DIFF CARRIER CASES. ASSEMBLED DIFFERENTIAL CASE WITH NEW THRUST PLATES, NEW SIDE GEARS, NEW DIFF PINION GEARS, NEW GEAR BUSHINGS, NEW SPIDER, AND NEW AFTERMARKET CASE HALVES. TORQUED NEW CAT BOLTS WITH NEW LOCKNUTS TO SPEC. INSTALLED NEW AFTERMARKET RING GEAR ON CARRIER AND TORQUED NEW LOCK NUTS TO SPEC. INSTALLED NEW CAT BEARINGS ON CARRIER. INSTALLED NEW CAT BEARINGS ON NEW AFTERMARKET PINION GEAR. SET PINION ROLLING TORQUE, INSTALLED NEW SEAL AND TORQUED HARDWARE TO SPEC. FLIPPED CASE AND INSTALLED DIFF CARRIER ASSEMBLY. SET GEAR BACKLASH AND CASE SPREAD. TORQUED DIFF CARRIER BOLTS TO SPEC. INSTALLED NEW ADJUSTMENT LOCKS AND NEW HARDWARE. ASSEMBLED DIFF



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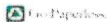
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LOCK WITH NEW HOUSING, NEW PISTON AND ALL NEW SEALS. INSTALLED DIFF LOCK ON CARRIER AND AIR CHECKED, NO LEAKS. INSTALLED DIFF LOCK LINES AND DRIVE SHAFT TUBE. CLEANED THE MOUNTING SURFACE ON TRANSMISSION, MOUNTED DIFFERENTIAL TO TRANSMISSION. RESEALED THE TUBES AND INSTALLED THEM. INSTALLED THE LEFT FENDER FRAME WORK AND TORQUED THE MOUNT BOLTS. TOPPED OFF FLUIDS.

| | | | | | | |
|----|---------|--|-------------|---|--------|--------|
| 1 | 1B-8736 | | KEY | S | 1.41 | 1.41 |
| 1 | 1P-7895 | | CONE | N | 65.87 | 65.87 |
| 1 | 1P-7896 | | CUP | N | 40.95 | 40.95 |
| 1 | 2D-8364 | | SEAL O RING | N | 20.56 | 20.56 |
| 1 | 2D-8531 | | LOCK | N | 14.99 | 14.99 |
| 3 | 2H-3932 | | SEAL | S | 2.20 | 6.60 |
| 34 | 2K-0337 | | NUT | S | 4.02 | 136.68 |
| 1 | 3B-8453 | | SEAL | S | 2.20 | 2.20 |
| 8 | 3D-6509 | | DOWEL | N | 3.50 | 28.00 |
| 1 | 3F-3728 | | RING | S | 19.16 | 19.16 |
| 1 | 4B-8393 | | CUP | N | 103.16 | 103.16 |
| 2 | 5D-5532 | | WASHER | N | 139.84 | 279.68 |
| 4 | 5D-5533 | | WASHER | S | 44.57 | 178.28 |
| 1 | 5F-3092 | | RING | S | 5.88 | 5.88 |
| 1 | 5H-7370 | | SEAL-O-RING | S | 2.99 | 2.99 |



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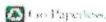
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ROUNDS CONSTRUCTION CO INC
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 BROOKINGS SD 57006-6534

| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 6 of 34 |
| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 08-18-23 | SF00174 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | | | | | |
|----|---------|--|-------------|---|---------|---------|
| 2 | 5K-9107 | | BOLT | S | .56 | 1.12 |
| 5 | 5M-2894 | | WASHER | S | .43 | 2.15 |
| 1 | 5P-6628 | | M-WIRE STK | S | 1.86 | 1.86 |
| 18 | 5P-8245 | | WASHER-HARD | S | .79 | 14.22 |
| 1 | 5T-5263 | | JAW | S | 1001.84 | 1001.84 |
| 1 | 6F-0711 | | RING | S | 2.85 | 2.85 |
| 1 | 6F-8110 | | CONE | N | 271.30 | 271.30 |
| 1 | 6G-0733 | | BEARING | N | 66.96 | 66.96 |
| 1 | 6H-3977 | | RING | S | 4.54 | 4.54 |
| 2 | 6K-7917 | | BOLT | S | 1.10 | 2.20 |
| 1 | 6V-1195 | | SEAL | N | 27.46 | 27.46 |
| 1 | 7D-6088 | | JAW | S | 1062.13 | 1062.13 |
| 1 | 7D-6101 | | WASHER | N | 64.95 | 64.95 |
| 1 | 7D-6102 | | WASHER | N | 175.78 | 175.78 |
| 1 | 7D-6232 | | SEAL | S | 10.31 | 10.31 |
| 1 | 7D-6386 | | LOCK | N | 38.51 | 38.51 |
| 1 | 8D-5096 | | SEAL | N | 18.70 | 18.70 |
| 1 | 8F-8861 | | SEAL | S | 12.76 | 12.76 |
| 2 | 8S-9075 | | CONE | N | 157.80 | 315.60 |
| 2 | 8S-9076 | | CUP | N | 55.52 | 111.04 |
| 8 | 9D-2706 | | BOLT | N | 78.53 | 628.24 |
| 1 | 9H-3360 | | SEAL | S | 17.38 | 17.38 |
| 4 | 9M-5874 | | SHIM | N | 28.12 | 112.48 |



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| | | 08-18-23 | SF00174 | | |
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| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | | | | | |
|----|----------|--|---------------------|---|---------|------------|
| 4 | 100-3866 | | BOLT | S | 3.58 | 14.32 |
| 2 | 118-7804 | | GEAR | N | 684.82 | 1369.64 |
| 4 | 118-7805 | | PINION | N | 820.52 | 3282.08 |
| 1 | 135-5173 | | SEAL AS | N | 133.28 | 133.28 |
| 8 | 259-2627 | | BOLT | S | 1.80 | 14.40 |
| 1 | 340-5350 | | RING-WEAR | N | 33.94 | 33.94 |
| 1 | 340-5351 | | PISTON | N | 689.74 | 689.74 |
| 1 | 340-5352 | | CYLINDER | N | 622.00 | 622.00 |
| 1 | 341-6189 | | SEAL-O-RING | N | 19.84 | 19.84 |
| 1 | 604-4905 | | SPIDER | N | 997.89 | 997.89 |
| 4 | 604-6832 | | SLEEVE-BEARI | N | 53.69 | 214.76 |
| 53 | 1556220B | | 80W90 GEARLUBE BULS | | 19.71 | 1044.63 |
| 8 | 3145168B | | 10W ADV HYDO BULK S | | 18.87 | 150.96 |
| | | | TOTAL PARTS | | SEG. 10 | 13458.27 * |
| | | | | | F/R LBR | 13200.00 * |
| | | | SEGMENT 10 TOTAL | | | 26658.27 T |

CLEAN HOUSING / CASE

COMPLAINT: CASES NEED TO BE CLEANED BEFORE ASSEMBLY.

CAUSE: DIFFERENTIAL FAILURE.

CORRECTION: REMOVED THE BRAKE COOLING SUCTION TUBE ASSEMBLY AND CLEANED THE PARTS. CLEANED BOTH CASES

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| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

AND MOUNT AREAS. ASSEMBLED THE BRAKE COOLING
 SUCTION TUBE USING NEW CLAMPS AND HOSE. THE MOUNT
 BOLTS WERE TORQUED.

TOTAL LABOR SEG. 13 594.00 *
 SEGMENT 13 TOTAL 594.00 T

 INSPECT FINAL DRIVE

BOTH SIDES

COMPLAINT: FRONT FINAL DRIVES NEED TO BE
 INSPECTED.

CAUSE: DIFFERENTIAL FAILURE.

CORRECTION: DISASSEMBLED THE FINALS AND CLEANED
 THE PARTS. FOUND THE PARTS WERE OK TO REUSE.
 ASSEMBLED THE FINAL DRIVES.

| | | | | | | |
|---|---------|--|------------------|---------|-------|----------|
| 2 | 3D-8422 | | SEAL O RING | S | 17.72 | 35.44 |
| 2 | 3K-0360 | | SEAL | S | 1.43 | 2.86 |
| 2 | 4D-1577 | | SEAL O RING | S | 10.29 | 20.58 |
| 2 | 5B-3265 | | GASKET | S | 5.02 | 10.04 |
| 1 | 5T-5682 | | DRIVER | S | 23.65 | 23.65 |
| 2 | 6F-4855 | | SEAL | S | 1.38 | 2.76 |
| | | | TOTAL PARTS | SEG. 14 | | 95.33 * |
| | | | TOTAL LABOR | SEG. 14 | | 759.00 * |
| | | | SEGMENT 14 TOTAL | | | 854.33 T |

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REMOVE WHEEL SPEED SENSOR

BOTH SIDES

COMPLAINT: WANTED THE WHEEL SPEED SENSORS AND CHOPPER WHEELS REMOVED FROM BOTH SIDES (FRONT)
CORRECTION: DISCONNECTED THE HARNESSES FROM THE SENSORS AND TIED THEM BACK AFTER CAPPING THEM OFF.
REMOVED THE CHOPPER WHEELS, PARTS AND SENSORS.
INSTALLED THE PLATES FOR COVERING THE SENSOR HOLES. INSTALLED THE GUARDS AND VERIFIED THE CORRECT SOFTWARE WAS INSTALLED.

| | | | | | |
|---|----------|-------------|------------------|---------|----------|
| 2 | 3P-1155 | SEAL-O-RING | S | 8.99 | 17.98 |
| 4 | 3S-2093 | STRAP-CABLE | S | .25 | 1.00 |
| 4 | 8T-4224 | WASHER | S | .43 | 1.72 |
| 4 | 8T-4908 | BOLT | S | .53 | 2.12 |
| 2 | 374-7464 | CAP-SEAL | S | 1.45 | 2.90 |
| 2 | 599-4474 | COVER | N | 46.93 | 93.86 |
| | | | TOTAL PARTS | SEG. 15 | 119.58 * |
| | | | TOTAL LABOR | SEG. 15 | 264.00 * |
| | | | SEGMENT 15 TOTAL | | 383.58 T |

REMOVE WORN OR BROKEN BOLTS

COMPLAINT: THREADS PULLED OUT OF THE BRAKE COOLING

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PUMP.
 CAUSE: HALF CLAMP BOLTS WERE OVERTIGHTENED AT SOME POINT.
 RESULTANT DAMAGE: THREADS IN TWO HOLES ARE PULLED OUT.
 CORRECTION: COVERED THE OPENINGS IN THE PUMP, DRILLED/TAPPED HOLES FOR HELICOILS TO BE INSTALLED. INSTALLED HELICOILS AND INSTALLED THE HOSE. THE WELDED ON NUTS FOR THE TRANSMISSION FILL TUBE MOUNT WERE CROSS THREADED. TAPPED THE HOLES AND INSTALLED NEW HARDWARE. THE THREADS IN THE HYDRAULIC TANK WHERE THE IMPLEMENT PUMP SUCTION TUBE BOLTS ON WERE DAMAGED. TAPPED THE HOLES AND INSTALLED NEW HARDWARE.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 16 | 231.00 * |
| SEGMENT 16 TOTAL | | 231.00 T |

REPAIR WIRING HARNESS

COMPLAINT: THE HITCH HARNESS DOESN'T HAVE ANY CLIPS TO HOLD IT ON AND THE TWO PIN CONNECTORS FOR THE LIGHTS ARE BROKEN.
 CORRECTION: ORDERED PARTS FOR THE HITCH HARNESS AND REPLACED THE DAMAGED TWO PIN CONNECTORS ON TOP

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OF THE TRANSMISSION. MOVED THE TRANSMISSION HARNESS AND TIED IT UP PROPERLY.

| | | | | | |
|------------------|----------|--------------|---|---------|----------|
| 2 | 4K-8864 | CLIP | S | 4.71 | 9.42 |
| 2 | 8T-8729 | PIN | S | 1.20 | 2.40 |
| 2 | 102-8802 | RECPTACLE KI | S | 5.01 | 10.02 |
| 2 | 126-1768 | SOCKET | S | 2.36 | 4.72 |
| 2 | 134-2540 | RECEPTACLE | S | 17.82 | 35.64 |
| 2 | 155-2260 | PLUG KIT-CON | S | 5.19 | 10.38 |
| 4 | 155-2270 | PLUG KIT | S | 5.21 | 20.84 |
| 1 | 204-2281 | TIE-WRAP | S | 2.05 | 2.05 |
| 1 | 204-8000 | MOUNT-TIE WR | S | 7.36 | 7.36 |
| 2 | 237-0227 | PLUG AS-CONN | S | 3.13 | 6.26 |
| 4 | 352-3968 | CLIP-LADDER | S | 23.30 | 93.20 |
| TOTAL PARTS | | | | SEG. 17 | 202.29 * |
| TOTAL LABOR | | | | SEG. 17 | 759.00 * |
| SEGMENT 17 TOTAL | | | | | 961.29 T |

PERFORM PRODUCT UPDATE ON DRIVE LINE BRAKE
 COMPLAINT: PERFORM BRAKE UPDATE
 CORRECTION: JACKED UP THE MACHINE AND REMOVED FINAL DRIVES. DRAINED THE BRAKE COOLING RESERVOIRS AND ASSEMBLED THE WHEEL REMOVAL TOOLING. REMOVED THE FINALS, RING GEARS AND WHEELS. CLEANED UP THE

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ROUNDS CONSTRUCTION CO INC
 1124 34TH AVE
 BROOKINGS SD 57006-6534

| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 12 of 34 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

COMPONENTS AND INSPECTED. SHOWED THE CUSTOMER THE WHEEL BEARINGS/RACES AND IT WAS DECIDED TO REUSE THEM. DISCONNECTED THE 8 BRAKE LINES AND REMOVED THE SPINDLE ASSEMBLIES. MOVED PARTS TO THE SPEC SHOP. DISASSEMBLED RIGHT SIDE BRAKE ASSEMBLY TO INSPECT. FOUND BRAKE DISCS AND PLATES WERE OK AND MEASURED WITHIN REUSE SPECS. LEFT THE BRAKE PISTONS IN THE HOUSING. CLEANED UP THE SPINDLE, BRAKE HOUSING ASSEMBLY AND PARTS. ASSEMBLED THE BRAKE HOUSING ONTO THE SPINDLE WITH NEW SEALS. ALIGNED BRAKE DISCS AND PLATES, SEALED AND INSTALLED THE REACTION PLATE, TORQUED HARDWARE TO SPEC. INSTALLED OLD STYLE SEAL CARRIER, REUSED INNER WHEEL BEARING AND SPACER. REMOVED THE BEARING, SPACER AND SEAL CARRIER FROM LEFT SIDE SPINDLE/BRAKE ASSEMBLY. WASHED BEARING, SPACER AND SEAL CARRIER THEN INSTALLED. DID NOT GO INTO THE LEFT SIDE BRAKE DISCS AND PLATES PER CUSTOMER DIRECTION. MOVED SPINDLE/ BRAKES BACK TO MACHINE FOR INSTALLATION. INSTALLED THE SPINDLE ASSEMBLIES BACK ON THE MACHINE AND TORQUED THE MOUNT HARDWARE. INSTALLED NEW LINE SEALS AND ASSEMBLED. INSTALLED NEW DUO CONES AND INSTALLED THE WHEELS.

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| SHIP VIA | DOC.DATE | REFERENCE NO. | | | |
| | 08-18-23 | SF00174 | | | |
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| 813 | AA | 627K | 0WTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

FIGURED THE WHEEL BEARING SHIM PACKS AND TORQUED THE RETAINER PLATE BOLTS TO SPEC. INSTALLED THE FINAL DRIVES ETC. LOWERED THE MACHINE

| | | | | | | |
|---|----------|--|------------------|---------|---------|------------|
| 2 | 1M-9015 | | SEAL-O-RIN | S | 11.91 | 23.82 |
| 2 | 4F-2411 | | SEAL | S | 14.54 | 29.08 |
| 1 | 4M-0737 | | SEAL O RING | S | 14.19 | 14.19 |
| 4 | 6V-3965 | | NIPPLE A | S | 26.20 | 104.80 |
| 2 | 8T-4141 | | BOLT | S | 7.41 | 14.82 |
| 2 | 9G-5319 | | SEAL G | S | 187.97 | 375.94 |
| 1 | 9X-7550 | | SEAL | N | 20.54 | 20.54 |
| 8 | 9X-8257 | | WASHER | S | 1.29 | 10.32 |
| 8 | 118-7313 | | BOLT | S | 5.50 | 44.00 |
| 4 | 214-7568 | | SEAL-O RING | S | 4.96 | 19.84 |
| 1 | 228-7093 | | SEAL-O-RING | S | 6.64 | 6.64 |
| 1 | 238-5084 | | SEAL-O-RING | S | 9.41 | 9.41 |
| 1 | 312-2243 | | RETAINER | N | 80.96 | 80.96 |
| 2 | 319-3887 | | SEAL GP | N | 1423.21 | 2846.42 |
| | | | TOTAL PARTS | SEG. 20 | | 3600.78 * |
| | | | TOTAL LABOR | SEG. 20 | | 7557.00 * |
| | | | SEGMENT 20 TOTAL | | | 11157.78 T |

SEPARATE& CONNECT HITCH

COMPLAINT: SEPARATE AND CONNECT THE TRACTOR FROM

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| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 14 of 34 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
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| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

THE SCRAPER
 CORRECTION: SUPPORTED THE DRAFT FRAME,
 DISCONNECTED THE STEERING LINKS, HYDRAULIC LINE,
 FUEL LINE, AND WIRING HARNESSSES. PUMPED UP THE
 PARKING BRAKES SO THEY WOULD RELEASE. SUPPORTED
 FRONT OF SCRAPER, REMOVE MOUNTING PINS FROM DRAFT
 FRAME TO SCRAPER. PULLED THE MACHINE AHEAD AND SAT
 ON STANDS. WHEN REPAIR WERE DONE, PICKED FRONT OF
 SCRAPER UP AND PUSHED IT BACK TO DRAFT FRAME.
 INSTALLED PINS AND REMOVED SUPPORT. INSTALLED
 EVERYTHING THAT WAS DISCONNECTED. RAN MACHINE TO
 VERIFY THERE WERE NO LEAKS OR CODES.

| | | | | | |
|------------------|---------|--------|---|---------|-----------|
| 1 | 4J-5689 | WASHER | S | 208.16 | 208.16 |
| 1 | 4J-5690 | WASHER | S | 216.48 | 216.48 |
| 1 | 4J-5691 | WASHER | N | 285.91 | 285.91 |
| 1 | 4J-5692 | WASHER | S | 206.64 | 206.64 |
| TOTAL PARTS | | | | SEG. 25 | 917.19 * |
| TOTAL LABOR | | | | SEG. 25 | 4141.50 * |
| SEGMENT 25 TOTAL | | | | | 5058.69 T |

 REMOVE& INSTALL HITCH
 COMPLAINT: EXCESSIVE PLAY IN THE HORIZONTAL
 PINS/BEARINGS

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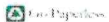
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| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
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| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

CAUSE: BEARINGS WORN
CORRECTION: DISCONNECTED LINES/HARNESSES FROM THE CUSHION HITCH. REMOVED NUT OFF OF REAR PIN AND SUPPORTED HITCH. REMOVED PINS AND LIFTED HITCH OFF MACHINE. AFTER THE BEARINGS WERE REPLACED, INSTALLED THE HITCH AND TORQUED THE MOUNT HARDWARE FOR THE PINS. RESEALED THE BULKHEAD FITTINGS AND HOOKED UP THE HOSES ON THE FRONT OF THE HITCH. HOOKED UP GREASE LINES AND GREASED THE PINS.

| | | | | | | |
|----|---------|--|-------------|---|-------|-------|
| 4 | 1P-3704 | | SEAL | S | 3.10 | 12.40 |
| 4 | 1P-3705 | | SEAL | S | 3.50 | 14.00 |
| 1 | 2D-6648 | | RING | N | 12.00 | 12.00 |
| 4 | 3K-0360 | | SEAL | S | 1.43 | 5.72 |
| 1 | 3P-0651 | | SEAL-O-RING | S | 23.94 | 23.94 |
| 4 | 4J-0522 | | SEAL-O-RING | S | 2.68 | 10.72 |
| 4 | 4J-5267 | | SEAL-O-RING | S | 2.08 | 8.32 |
| 12 | 5P-6412 | | CM-HOSE STK | S | .89 | 10.68 |
| 1 | 5P-9371 | | SEAL | N | 23.22 | 23.22 |
| 6 | 6V-8398 | | SEAL O RING | S | 1.32 | 7.92 |
| 2 | 7V-6571 | | GROMMET | S | 12.14 | 24.28 |
| 2 | 7X-7729 | | WASHER | S | 1.01 | 2.02 |
| 2 | 8T-1889 | | CLIP | S | 3.71 | 7.42 |
| 2 | 8T-1890 | | CLIP | S | 3.46 | 6.92 |



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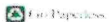
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| | | | | | | |
|------------------|----------|--|--------------|---------|-------|-----------|
| 2 | 8T-4121 | | WASHER | S | .62 | 1.24 |
| 1 | 8T-4185 | | BOLT | S | 1.40 | 1.40 |
| 4 | 8T-4223 | | WASHER | S | .91 | 3.64 |
| 2 | 8T-4983 | | CLAMP | S | 17.74 | 35.48 |
| 4 | 8T-5001 | | BOLT | S | 4.99 | 19.96 |
| 2 | 8T-7934 | | WASHER | S | 1.04 | 2.08 |
| 3 | 061-7540 | | SEAL O RING | S | 11.88 | 35.64 |
| 1 | 107-5769 | | SEAL O RING | S | 8.03 | 8.03 |
| 2 | 143-4535 | | CLIP-2 PIECE | N | 13.58 | 27.16 |
| 2 | 143-4536 | | CLIP-2 PIECE | N | 9.80 | 19.60 |
| 4 | 178-3620 | | STRAP-DUAL C | S | 5.76 | 23.04 |
| 2 | 183-7121 | | BOLT | S | 1.16 | 2.32 |
| 4 | 228-7092 | | SEAL-O-RING | S | 6.12 | 24.48 |
| 4 | 228-7093 | | SEAL-O-RING | S | 6.64 | 26.56 |
| 4 | 238-5082 | | SEAL-O-RING | S | 8.09 | 32.36 |
| 4 | 238-5084 | | SEAL-O-RING | S | 9.41 | 37.64 |
| 2 | 344-5675 | | NUT-HEX | S | .50 | 1.00 |
| 2 | 366-2401 | | GROMMET | N | 22.93 | 45.86 |
| TOTAL PARTS | | | | SEG. 26 | | 517.05 * |
| TOTAL LABOR | | | | SEG. 26 | | 4174.50 * |
| SEGMENT 26 TOTAL | | | | | | 4691.55 T |

REBEARING& RESEAL CUSHION HITCH



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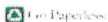
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| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

COMPLAINT: TWO THRUST WASHERS FOR THE BOTTOM H-LINK ARE DESTROYED.
CAUSE: WORN OUT.
RESULTANT DAMAGE: EXCESSIVE PLAY IN THE H-LINKS.
CORRECTION: CUSTOMER DIDN'T WANT THE WORN OUT BUSHINGS/PINS REPLACED FOR THE H-LINKS. THE FRONT TWO THRUST WASHERS FOR THE BOTTOM H-LINK FELL OUT. DROVE THE BUSHINGS BACK IN AND INSTALLED NEW THRUST WASHERS. THE REAR WASHERS FOR THE SAME H-LINK WERE WORN BAD BUT AREN'T BROKEN. TRIED INSTALLING NEW WASHERS IN THAT LOCATION AND FOUND THE BUSHINGS WON'T DRIVE BACK IN. PASSED THE INFORMATION ALONG TO THE CUSTOMER AND IT WAS DECIDED TO LEAVE THE BACK H-LINK THRUST WASHERS AS IS. CLEANED UP THE 4 PIN RETAINERS AND ASSEMBLED. HOOKED UP THE GREASE LINES ETC.

| | | | | | | |
|---|---------|--|------------|---|--------|--------|
| 1 | 2J-5637 | | PIN | S | 52.45 | 52.45 |
| 1 | 3B-4627 | | COTTER PIN | S | .26 | .26 |
| 1 | 3H-5240 | | NUT | S | 387.02 | 387.02 |
| 2 | 4H-2686 | | RING | S | 15.43 | 30.86 |
| 2 | 5D-0269 | | UNION | S | 7.11 | 14.22 |
| 2 | 6G-5155 | | BEARING | N | 154.53 | 309.06 |
| 4 | 6V-8849 | | BOLT | S | 30.95 | 123.80 |



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1124 34TH AVE
BROOKINGS SD 57006-6534

| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 18 of 34 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | | | | | |
|---|----------|--|------------------|---------|--------|-----------|
| 2 | 7J-3663 | | WASHER | N | 145.41 | 290.82 |
| 2 | 8C-7575 | | ADAPTER | S | 5.46 | 10.92 |
| 2 | 8J-7596 | | BEARING | S | 85.13 | 170.26 |
| 1 | 8J-7727 | | PIN | S | 368.14 | 368.14 |
| 4 | 8T-4994 | | WASHER | S | 1.53 | 6.12 |
| 1 | 8W-9517 | | SPACER | S | 10.76 | 10.76 |
| 2 | 102-1444 | | BEARING | N | 279.46 | 558.92 |
| 1 | 148-3465 | | PIN | S | 522.95 | 522.95 |
| 2 | 387-5325 | | HOSE AS | N | 49.66 | 99.32 |
| | | | TOTAL PARTS | SEG. 27 | | 2955.88 * |
| | | | TOTAL LABOR | SEG. 27 | | 1996.50 * |
| | | | SEGMENT 27 TOTAL | | | 4952.38 T |

REBEARING& RESEAL SCRAPER
FRAME

COMPLAINT: EXCESSIVE PLAY IN THE HORIZONTAL PINS.
CAUSE: PINS AND BEARINGS ARE WORN OUT.
CORRECTION: INSPECTED THE BORES AND FOUND THEY
WERE OK TO USE WITHOUT BORING. PULLED IN FOUR NEW
BEARINGS AND DROVE IN LIP SEALS. VERIFIED THE
BEARINGS WOULD TAKE GREASE. CONFIRMED THE PINS
WOULD GO IN.

| | | | | | | |
|---|---------|--|------|---|-------|-------|
| 2 | 4K-7463 | | SEAL | S | 20.14 | 40.28 |
|---|---------|--|------|---|-------|-------|



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| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 19 of 34 |
| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 08-18-23 | SF00174 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | | | | |
|---|---------|--|------------------|---------|-----------|
| 2 | 8D-8829 | | BEARING S | 95.30 | 190.60 |
| 2 | 8J-7596 | | BEARING S | 85.13 | 170.26 |
| | | | TOTAL PARTS | SEG. 28 | 401.14 * |
| | | | TOTAL LABOR | SEG. 28 | 1567.50 * |
| | | | SEGMENT 28 TOTAL | | 1968.64 T |

INSPECT DRAFT FRAME

COMPLAINT: INSPECT BEARINGS/BORES ON DRAFT FRAME
CAUSE: PLAY IN HITCH
CORRECTION: CLEANED AND INSPECTED THE BORES AND PINS. BOTH HAD A GOOD AMOUNT OF WEAR BUT CUSTOMER DID NOT WANT TO FIX IT AT THIS TIME.

| | | | |
|--|------------------|---------|----------|
| | TOTAL LABOR | SEG. 29 | 165.00 * |
| | SEGMENT 29 TOTAL | | 165.00 T |

REPAIR HYDRAULIC HOSES/LINES
HITCH

COMPLAINT: REPAIR LINES ON FRONT OF CUSHION HITCH
CAUSE: LINE MOUNTS WERE LOOSE. COULD NOT GET LINES OFF
CORRECTION: TIGHTEN THE LINE MOUNT ON THE FRONT SIDE OF CUSHION HITCH. WAS ABLE TO REMOVE HOSES FROM THE LINES.



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| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 20 of 34 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
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| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | | | | | |
|---|----------|--|--------|------------------|---------|----------|
| 2 | 1S-1445 | | PLATE | N | 22.19 | 44.38 |
| 4 | 8T-4121 | | WASHER | S | .62 | 2.48 |
| 4 | 8T-4198 | | BOLT | S | 2.68 | 10.72 |
| 2 | 8X-1147 | | SPACER | N | 31.32 | 62.64 |
| 1 | 325-4466 | | BLOCK | N | 21.95 | 21.95 |
| 2 | 345-4005 | | BLOCK | N | 21.95 | 43.90 |
| | | | | TOTAL PARTS | SEG. 30 | 186.07 * |
| | | | | TOTAL LABOR | SEG. 30 | 165.00 * |
| | | | | SEGMENT 30 TOTAL | | 351.07 T |

REPLACE HOSES & LINES

LEFT SIDE

COMPLAINT: REAR HOSE FOR THE LEFT SERVICE BRAKE HAS A LOOSE STEM ON IT.

CORRECTION: REMOVED HOSE AND INSTALLED A NEW ONE.

INSTALLED CLAMPS.

| | | | | | | |
|------|----------|--|-----------------|-------------|---------|----------|
| 2 | 5K-9090 | | SEAL O RING | S | 1.61 | 3.22 |
| 62 | 6V-0746 | | CM-GUARD-HOS | S | .11 | 6.82 |
| 2 | 124-2123 | | COUPLING | S | 39.55 | 79.10 |
| 91 | 456-8458 | | HOSE BK | S | .34 | 30.94 |
| | | | | TOTAL PARTS | SEG. 31 | 120.08 * |
| | | | | TOTAL LABOR | SEG. 31 | 99.00 * |
| 1.00 | 4496313 | | HOSE LABOR TXBL | | | 20.00 |

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| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 21 of 34 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

TOTAL MISC CHGS SEG. 31 20.00 *
SEGMENT 31 TOTAL 239.08 T

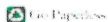
REPLACE TRANSMISSION OIL
LINE(S)

COMPLAINT: REPLACE TRANSMISSION FILTER BASE LINE
CAUSE: LEAK
CORRECTION: ORDERED LINE AND REMOVED IT FROM
FILTER BASE. INSTALLED NEW LINE.

| | | | | | |
|------------------|----------|-----------------|---|---------|----------|
| 1 | 4J-0524 | SEAL-O-RING | S | 3.26 | 3.26 |
| 1 | 6V-8400 | SEAL-O-RING | S | 1.78 | 1.78 |
| 1 | 124-2125 | COUPLING | S | 45.42 | 45.42 |
| 1 | 124-2170 | COUPLING | N | 80.17 | 80.17 |
| 111 | 456-8423 | HOSE BK | S | .34 | 37.74 |
| TOTAL PARTS | | | | SEG. 32 | 168.37 * |
| TOTAL LABOR | | | | SEG. 32 | 214.50 * |
| 1.00 | 3215668 | HOSE LABOR TXBL | | | 20.00 |
| TOTAL MISC CHGS | | | | SEG. 32 | 20.00 * |
| SEGMENT 32 TOTAL | | | | | 402.87 T |

PERFORM MAINTENANCE ON TRANSMISSION
FRONT

COMPLAINT: SERVICE FRONT TRANS



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| | | | 08-18-23 | SF00174 | |
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| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

CAUSE: HOURS ON THE MACHINE
CORRECTION: DRAINED THE TRANSMISSION OIL AND REPLACED FILTER. REMOVED THE SCREENS AND FOUND A LARGE AMOUNT OF CLUTCH MATERIAL. CUSTOMER DECIDED TO CLEAN THE CLUTCH MATERIAL OUT AND PUT THE SCREENS BACK IN. FILLED THE TRANSMISSION WITH OIL AND TOPPED OFF WHEN RUNNING.

| | | | | | |
|----|----------|----------------|------------------|---------|-----------|
| 1 | 2H-3931 | SEAL | S | 5.09 | 5.09 |
| 1 | 8H-7521 | SEAL-O-RING | S | 5.55 | 5.55 |
| 1 | 8L-2786 | O RING | S | 5.81 | 5.81 |
| 1 | 095-1678 | O-RING | S | 5.92 | 5.92 |
| 3 | 258-2829 | BREATHER | S | 31.17 | 93.51 |
| 1 | 571-5253 | ELEMENT AS-X | S | 86.99 | 86.99 |
| 33 | 1556213B | 30W TRANS BULK | S | 14.74 | 486.42 |
| | | | TOTAL PARTS | SEG. 35 | 689.29 * |
| | | | TOTAL LABOR | SEG. 35 | 478.50 * |
| | | | SEGMENT 35 TOTAL | | 1167.79 T |

PERFORM MAINTENANCE ON TRANSMISSION
REAR
COMPLAINT: SERVICE REAR TRANSMISSION
CAUSE: HOURS ON MACHINE
CORRECTION: DRAINED THE TRANSMISSION AND TANK.

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| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 23 of 34 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

REMOVED THE SCREENS AND FILTER. FOUND ALL WERE CLEAN. INSTALLED A NEW FILTER. RESEALED THE SCREEN COVERS AND ASSEMBLED. FILLED THE TRANS AND TOPPED OFF WHEN ENGINE WAS RUNNING.

| | | | | | | |
|----|----------|--|------------------|---------|-------|----------|
| 1 | 2D-5248 | | GASKET | S | 4.39 | 4.39 |
| 1 | 2H-3928 | | SEAL | S | 5.83 | 5.83 |
| 1 | 5F-0149 | | RING | S | 6.31 | 6.31 |
| 1 | 5K-1770 | | SEAL O RING | S | 10.90 | 10.90 |
| 1 | 9X-0941 | | NUT | S | 2.68 | 2.68 |
| 1 | 175-7896 | | SEAL-O-RING | S | 4.70 | 4.70 |
| 1 | 238-5084 | | SEAL-O-RING | S | 9.41 | 9.41 |
| 1 | 343-4464 | | ELEMENT-XSMN | S | 36.31 | 36.31 |
| 16 | 1556213B | | 30W TRANS BULK | S | 14.74 | 235.84 |
| | | | TOTAL PARTS | SEG. 36 | | 316.37 * |
| | | | TOTAL LABOR | SEG. 36 | | 363.00 * |
| | | | SEGMENT 36 TOTAL | | | 679.37 T |

ADJUST EJECTOR GUIDE ROLLER

SET (ALL)

COMPLAINT: WANT THE EJECTOR ROLLERS ADJUSTED.

CAUSE: A LOT OF HOURS ON THE MACHINE.

CORRECTION: ALL SIX OF THE ROLLERS ARE OK TO

CONTINUE TO REUSE. ADJUSTED THE ROLLERS OUT AND

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| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 24 of 34 |
| SHIP VIA | DOC.DATE | REFERENCE NO. | | | |
| | 08-18-23 | SF00174 | | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

TORQUED THE MOUNT HARDWARE. THE CARRIER ROLLERS WERE ADJUSTED DOWN SO THE EJECTOR WAS SCRAPING ON THE FLOOR. THE FLOOR IS BENT UP ON THE RIGHT SIDE SO THEY WERE ADJUSTED ACCORDINGLY. THE GUIDE ROLLERS IN THE BACK WERE ADJUSTED OUT AS FAR AS POSSIBLE WITHOUT THEM BINDING. THE BORES FOR THE SHAFTS ARE WORN BAD SO THE ROLLERS WILL SIT AT AN ANGLE. THE FRONT OF THE GUIDE RAILS ARE WORN MORE THAN THE BACK, THEREFORE THE GAP ISN'T CONSISTENT. GOT THE ADJUSTMENTS AS CLOSE AS POSSIBLE.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 37 | 165.00 * |
| SEGMENT 37 TOTAL | | 165.00 T |

REMOVE GREASE LINES

COMPLAINT: GREASE HOSES FOR THE FRONT HORIZONTAL PIN ARE BROKEN.

CORRECTION: CUT LOOSE THE TWO GREASE LINES AND DISCONNECTED THEM FROM THE FITTINGS BELOW THE FRONT PIN BORE. CLEANED AROUND BROKEN FITTING AND REMOVED IT. CLEANED THREADS AND INSTALLED NEW FITTING.

| | | |
|-------------|---------|----------|
| TOTAL LABOR | SEG. 40 | 247.50 * |
|-------------|---------|----------|

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| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

SEGMENT 40 TOTAL 247.50 T

REPLACE GREASE LINES

COMPLAINT: NUMEROUS GREASE HOSES ARE DAMAGED OR BROKEN OFF.

CAUSE: ALOT OF HOURS ON THE HOSES.

CORRECTION: REMOVED THE DAMAGED GREASE LINES AND INSTALLED NEW ONES. GREASED THE HITCH.

| | | | | | |
|------------------|----------|---------|---|---------|-----------|
| 5 | 3B-8489 | FITTING | S | 2.18 | 10.90 |
| 2 | 4D-6475 | UNION | S | 5.86 | 11.72 |
| 1 | 5T-3817 | HOSE A | N | 20.08 | 20.08 |
| 1 | 348-1901 | HOSE AS | N | 91.40 | 91.40 |
| 1 | 374-1555 | HOSE AS | N | 46.95 | 46.95 |
| 1 | 387-5319 | HOSE AS | N | 56.18 | 56.18 |
| 1 | 387-5327 | HOSE AS | N | 36.34 | 36.34 |
| 1 | 387-5328 | HOSE AS | N | 38.57 | 38.57 |
| 1 | 387-5329 | HOSE AS | S | 51.28 | 51.28 |
| 1 | 387-5330 | HOSE AS | S | 50.46 | 50.46 |
| TOTAL PARTS | | | | SEG. 41 | 413.88 * |
| TOTAL LABOR | | | | SEG. 41 | 957.00 * |
| SEGMENT 41 TOTAL | | | | | 1370.88 T |

TROUBLESHOOT SERVICE BRAKE

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| SHIP VIA | DOC.DATE | REFERENCE NO. | | | |
| | 08-18-23 | SF00174 | | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

COMPLAINT: RIGHT BRAKE IS LEAKING HYDRAULIC OIL INTO THE FRONT TRANSMISSION.
 CAUSE: BLOWN SEAL IN THE BRAKE PISTON.
 CORRECTION: WHEN BLEEDING THE BRAKES ON THE RIGHT SIDE, FOUND THE HYDRAULIC LEVEL WENT DOWN QUICKLY AND OIL WAS COMING OUT OF THE TRANSMISSION BREATHER. CAPPED OFF THE BRAKE LINES AND PRESSURE CHECKED. FOUND THE RIGHT BRAKE WOULDN'T HOLD PRESSURE.

| | | | | | |
|---|---------|------------------|---------|------|----------|
| 6 | 6V-8398 | SEAL O RING | S | 1.32 | 7.92 |
| | | TOTAL PARTS | SEG. 45 | | 7.92 * |
| | | TOTAL LABOR | SEG. 45 | | 940.50 * |
| | | SEGMENT 45 TOTAL | | | 948.42 T |

 REMOVE& INSTALL WHEEL (FRONT)
 RIGHT

| | | | | | |
|--|--|------------------|---------|--|-----------|
| | | TOTAL LABOR | SEG. 46 | | 1897.50 * |
| | | SEGMENT 46 TOTAL | | | 1897.50 T |

 DRAIN& REFILL DIFFERENTIAL

COMPLAINT: DRAIN THE DIFFERENTIAL OIL
 CORRECTION: DRAINED DIFF OIL INTO TUBS AS WE ARE

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GOING TO REUSE OIL. AFTER REPAIRS, REFILLED THE
DIFF AND FINALS. CHECKED THE DIFF LEVEL AND
FINALS.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 47 | 346.50 * |
| SEGMENT 47 TOTAL | | 346.50 T |

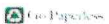
DRAIN& REFILL TRANSMISSION
FRONT

COMPLAINT: DRAIN TRANSMISSION OIL
CAUSE: HYDRAULIC OIL IN TRANSMISSION
CORRECTION: DRAINED THE TRANSMISSION, DRAINED THE
OIL OUT OF THE FILTER. FILLED THE TRANSMISSION
BACK UP WITH NEW OIL AND STARTED THE MACHINE.
CHECKED OIL LEVEL WHILE MACHINE WAS RUNNING.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 48 | 264.00 * |
| SEGMENT 48 TOTAL | | 264.00 T |

REMOVE& INSTALL SERVICE BRAKE
RIGHT FRONT

COMPLAINT: SERVICE BRAKE SEALS NEED TO BE
INSPECTED FOR SOURCE OF LEAK.
CAUSE: BLOWN PISTON SEAL.
CORRECTION: DRAINED BRAKE COOLING OIL, REMOVE



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LINES FROM HOUSING, REMOVED MOUNTING BOLTS.
 REMOVED BRAKE FROM THE MACHINE. BROUGHT BRAKES TO
 SPEC SHOP. INSTALLED THE FRONT RIGHT BRAKE WITH
 NEW O-RING. TORQUED THE MOUNTING BOLTS, HOOKED UP
 THE LINES.

| | | | | |
|----|----------|---------------------|---------|-----------|
| 23 | 3145168B | 10W ADV HYDO BULK S | 18.87 | 434.01 |
| | | TOTAL PARTS | SEG. 49 | 434.01 * |
| | | TOTAL LABOR | SEG. 49 | 1501.50 * |
| | | SEGMENT 49 TOTAL | | 1935.51 T |

REPLACE GASKET/RESEAL SERVICE BRAKE
 RIGHT FRONT
 COMPLAINT: HYD SERVICE BRAKE OIL IS LEAKING INTO
 THE BRAKE COOLING SYSTEM, OVERFILLING THE
 POWERTRAIN OIL SYSTEM AND LOSING OIL IN THE HYD
 SYSTEM
 CAUSE: D RING FOR THE SERVICE BRAKE PISTON IS CUT
 CORRECTION: DISASSEMBLED THE RF BRAKE/WHEEL
 SPINDLE AND INSPECTED PARTS. FOUND THAT THE TOP D
 RING FOR THE SERVICE BRAKE PISTON IS CUT. CUSTOMER
 REQUESTED THE BRAKE RESEALED ONLY, NO UPDATED
 PARTS. CLEANED PARTS. ASSEMBLED THE BRAKE PISTONS
 WITH NEW D-RINGS AND NEW BACK UP RINGS. INSTALLED

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| 813 | AA | 627K | 0WTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

SPRINGS AND GUIDES, PRESSED TOGETHER AND INSTALLED
RETAINING PINS. INSTALLED PISTON ASSEMBLY INTO THE
BRAKE HOUSING. INSTALLED AND TORQUED HARDWARE TO
SPEC. SET THE BRAKE ASSEMBLY BACK ONTO THE SPINDLE
ALIGNING THE MARKS. RESEALED AND INSTALLED
FITTINGS, MANUALLY PRESSURIZED THE PARK BRAKE.
INSTALLED BRAKE DISCS AND PLATES. INSTALLED
REACTION PLATE AND TORQUED HARDWARE. PRESSURE
TESTED THE SERVICE BRAKE - OK. INSTALLED SEAL
CARRIER WITH NEW O-RING AND MOVED COMPONENT BACK
TO MACHINE FOR INSTALLATION

| | | | | | | |
|---|----------|--|-------------|---|-------|-------|
| 1 | 1M-9015 | | SEAL-O-RIN | S | 11.91 | 11.91 |
| 2 | 3D-2824 | | SEAL O RING | S | 1.95 | 3.90 |
| 1 | 4F-2411 | | SEAL | S | 14.54 | 14.54 |
| 1 | 4M-0737 | | SEAL O RING | S | 14.19 | 14.19 |
| 2 | 7M-8485 | | SEAL | S | 2.14 | 4.28 |
| 1 | 9X-7550 | | SEAL | S | 20.54 | 20.54 |
| 1 | 326-0542 | | SEAL-D-RING | S | 89.49 | 89.49 |
| 1 | 326-0544 | | SEAL-D-RING | S | 91.47 | 91.47 |
| 1 | 326-0546 | | SEAL-D-RING | S | 70.22 | 70.22 |
| 1 | 326-0547 | | SEAL-D-RING | S | 76.47 | 76.47 |
| 2 | 337-1943 | | SEAL RECT | N | 6.34 | 12.68 |
| 1 | 423-6625 | | RING-BACKUP | N | 64.67 | 64.67 |

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| | |
|--|----------------|
| SOLD TO | SHIP TO |
| ROUNDS CONSTRUCTION CO INC 1124 34TH AVE BROOKINGS SD 57006-6534 | |

| | | | | | |
|--------------------|------------------------|--------------------------|----------------------|-----------------------|-----------------------|
| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 30 of 34 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | | | | |
|---|----------|------------------|---------|-------|-----------|
| 1 | 612-8384 | RING-BACKUP | S | 63.05 | 63.05 |
| | | TOTAL PARTS | SEG. 50 | | 537.41 * |
| | | TOTAL LABOR | SEG. 50 | | 1650.00 * |
| | | SEGMENT 50 TOTAL | | | 2187.41 T |

TEST/CHECK& ADJUST DIFFERENTIAL LOCK
 PRESSURE (S)

COMPLAINT: TEST DIFF LOCK PRESSURE AFTER REPAIRS
 CORRECTION: CHECKED DIFF LOCK PRESSURE. PRESSURE
 WAS WITH IN SPEC FOR THE MACHINE NOT HAVING THE
 UPDATED DIFF LOCK. CYCLED A FEW TIMES - IT WAS
 GOOD.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 51 | 379.50 * |
| SEGMENT 51 TOTAL | | 379.50 T |

REPAIR LIGHT(S)

SET (ALL)

COMPLAINT: TROUBLESHOOT LIGHTS
 CAUSE: WRONG CONNECTORS AND LIGHTS FULL OF DIRT
 CORRECTION: CHECKED THE POWER AT THE CUTTING EDGE
 LIGHTS ON THE REAR OF TRANSMISSION, ONLY HAD 12
 VOLTS. CHECKED HARNESS FOR RUBBED SPOTS, NO ISSUES
 FOUND. FOUND CONNECTIONS MADE INCORRECTLY, FILTER

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| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 31 of 34 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
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| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

BYPASSES WAS CONNECTED TO THE LIGHTS AND LIGHTS WERE CONNECTED TO THE FILTER BYPASSES. SWITCHED THE TWO AND SECURED. THE CUTTING EDGE LIGHT WORKED AFTER THAT. REPLACED ONE OF THE CUTTING EDGE LIGHTS AS THE CONNECTOR WAS BROKE. REPLACED BOTH REAR LIGHTS ON THE MACHINE BECAUSE THE LENSES WERE LOOSE AND THEY WERE PACKED FULL OF DIRT. EVERYTHING WORKED AFTER THAT.

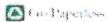
| | | | | | |
|---|----------|------------------|-----------------|--------|-----------|
| 2 | 9X-3463 | BULB | S | 9.33 | |
| | | | DISCOUNT 30.00% | 2.80- | 13.06 |
| 2 | 155-2270 | PLUG KIT | S | 5.21 | 10.42 |
| 3 | 219-6485 | LAMP GP-FLOO | N | 55.99 | |
| | | | DISCOUNT 30.00% | 16.80- | 117.57 |
| 2 | 280-2709 | BREAKER AS. | S | 8.80 | 17.60 |
| | | TOTAL PARTS | SEG. 55 | | 158.65 * |
| | | TOTAL LABOR | SEG. 55 | | 990.00 * |
| | | SEGMENT 55 TOTAL | | | 1148.65 T |

REPLACE HYDRAULIC OIL

LINE(S)

COMPLAINT: REPLACE TWO LINES UNDER THE FRONT ENGINE.

CAUSE: LEAKING



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| 04 | C78767 | KEVIN WYNIA | 10-06-23 | 04WO0333612 | 32 of 34 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-18-23 | SF00174 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 14687.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

CORRECTION: REPLACED AND RESEALED TWO LINES UNDER FRONT ENGINE. STARTED THE MACHINE AND WATCHED FOR LEAKS. TOPPED HYDRAULIC OIL LEVEL OFF

| | | | | | |
|------|----------|-----------------|---|------------------|------------------|
| 1 | 5K-9090 | SEAL O RING | S | 1.61 | 1.61 |
| 3 | 6V-9746 | SEAL O RING | S | 1.46 | 4.38 |
| 2 | 124-2121 | COUPLING | S | 19.65 | 39.30 |
| 1 | 124-2137 | COUPLING | S | 37.58 | 37.58 |
| 1 | 302-5289 | COUPLING AS- | N | 41.14 | 41.14 |
| 68 | 456-8455 | HOSE BK | S | .35 | 23.80 |
| | | | | TOTAL PARTS | SEG. 58 147.81 * |
| | | | | TOTAL LABOR | SEG. 58 247.50 * |
| 2.00 | 4235955 | HOSE LABOR TXBL | | | 40.00 |
| | | | | TOTAL MISC CHGS | SEG. 58 40.00 * |
| | | | | SEGMENT 58 TOTAL | 435.31 T |

PERFORM MAINTENANCE ON ENGINE
 COMPLAINT: PM1 FRONT ENGINE.
 CORRECTION: SAMPLED ENGINE OIL. DRAINED AND REFILLED OIL UP WITH 10W30. CHANGED OIL AND FUEL FILTERS. CHECKED FOR LEAKS.

| | | | | | |
|---|----------|--------------|---|-------|-------|
| 2 | 1R-0749 | FILTER AS FU | S | 26.11 | 52.22 |
| 1 | 1R-1808 | FILTER AS-LU | S | 41.63 | 41.63 |
| 1 | 326-1643 | FILTER AS | S | 53.19 | 53.19 |

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| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | | | | |
|----|----------|--|---------------------|---------|----------|
| 10 | 3192260B | | 10W30 DEO-ULS BULKS | 15.27 | 152.70 |
| 1 | FLUIDBTL | | FLUID SAMPLE S | 17.00 | 17.00 |
| | | | TOTAL PARTS | SEG. 60 | 316.74 * |
| | | | TOTAL LABOR | SEG. 60 | 313.50 * |
| | | | SEGMENT 60 TOTAL | | 630.24 T |

REPLACE AIR FILTER ELEMENT
FRONT

| | | |
|--|------------------|----------|
| | F/R PTS | 260.00 * |
| | F/R LBR | 123.75 * |
| | SEGMENT 61 TOTAL | 383.75 T |

REPLACE CAB AIR FILTER

| | | |
|--|------------------|----------|
| | F/R PTS | 105.00 * |
| | F/R LBR | 123.75 * |
| | SEGMENT 62 TOTAL | 228.75 T |

PERFORM MAINTENANCE ON ENGINE

COMPLAINT: PM1 REAR ENGINE.
CORRECTION: SAMPLED ENGINE OIL. DRAINED AND
REFILLED ENGINE UP WITH 10W30. CHANGED OIL AND
FUEL FILTERS. CHECKED FOR LEAKS.

| | | | | | |
|---|---------|--|----------------|-------|-------|
| 2 | 1R-0749 | | FILTER AS FU S | 26.11 | 52.22 |
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| | | | | | | |
|---|----------|--|---------------------|---|---------|----------|
| 1 | 1R-1808 | | FILTER AS-LU | S | 41.63 | 41.63 |
| 1 | 326-1643 | | FILTER AS | S | 53.19 | 53.19 |
| 9 | 3192260B | | 10W30 DEO-ULS BULKS | | 15.27 | 137.43 |
| 1 | FLUIDBTL | | FLUID SAMPLE | S | 17.00 | 17.00 |
| | | | TOTAL PARTS | | SEG. 65 | 301.47 * |
| | | | TOTAL LABOR | | SEG. 65 | 247.50 * |
| | | | SEGMENT 65 TOTAL | | | 548.97 T |

REPLACE AIR FILTER ELEMENT
 REAR

| | | |
|--|------------------|----------|
| | F/R PTS | 200.00 * |
| | F/R LBR | 123.75 * |
| | SEGMENT 66 TOTAL | 323.75 T |

| | | |
|----------------------|--------|-----------|
| TOTAL PARTS DISCOUNT | 56.00- | |
| HANDLING CHARGE | | 1607.28 T |
| SD STATE TAX | | 3303.22 T |
| SIOUX FALLS CITY TAX | | 1572.96 T |

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ENGINE REAR

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

CAT 627K

No Action Required

Interp By: Jesse Hill

Interpreted On: 03-Oct-23

E070-53276-0401

SAMPLE SHIP TIME (days) : 7

Round Construction Co.

RECEIVED DATE: 03-Oct-23

The test results indicate normal levels for this compartment. No excessive wear is indicated at this time. Continue to monitor by sampling at a recommended interval.

SAMPLE INFORMATION

| | 26-Sep-23 | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 |
|-------------------|-----------------|-----------------|-----------------|-----------------|
| Sampled Date | 26-Sep-23 | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 |
| Sample Id | E070-53276-0401 | E070-53194-2322 | E070-53087-5682 | E070-52234-5486 |
| Lab Date | 03-Oct-23 | 13-Jul-23 | 28-Mar-23 | 22-Aug-22 |
| Meter [Hr] | 14692 | 14406 | 14122 | 0 |
| Meter On Fluid | | | | 0 |
| Fluid Brand | CAT | CAT | CAT | CAT |
| Fluid Weight | 10W-30 | 15W-40 | 15W-40 | 15W-40 |
| Fluid Type | | | | |
| Fluid Change | Y | U | U | U |
| Filter Change | Y | U | U | U |
| Kidney Loop | U | U | U | U |
| Total Fluid Added | 0 | 0 | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | 26-Sep-23 | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 |
|--|-----------|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | | |
| V100 Viscosity at 100 C | 12.60 | 13.00 | 13.90 | 14.30 |

INFRARED (UFM) ASTM E2412

| | 26-Sep-23 | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 |
|---------------------|-----------|-----------|-----------|-----------|
| ST Soot | 9 | 11 | 13 | 11 |
| SUL Sulfur Products | 23 | 23 | 21 | 26 |
| OXI Oxidation | 19 | 21 | 18 | 26 |
| NIT Nitration | 10 | 11 | 9 | 13 |

WEAR LEVELS / ADDITIVES

| | 26-Sep-23 | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 |
|---|-----------|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D8130 [COOLANT] | | | | |
| Cu Copper | 2 | 1 | 1 | 3 |
| Fe Iron | 11 | 13 | 22 | 26 |
| Cr Chromium | 0 | 1 | 1 | 1 |
| Ni Nickel | 0 | 0 | 1 | 0 |
| Ti Titanium | 0 | 0 | 0 | 0 |
| V Vanadium | 0 | 0 | 0 | 0 |
| Pb Lead | 0 | 0 | 3 | 7 |
| Sn Tin | 0 | 0 | 1 | 2 |
| Al Aluminum | 3 | 3 | 5 | 5 |
| Si Silicon | 3 | 3 | 7 | 5 |
| Na Sodium | 4 | 0 | 1 | 4 |
| K Potassium | 2 | 4 | 3 | 1 |
| Mo Molybdenum | 65 | 65 | 66 | 85 |
| B Boron | 2 | 0 | 3 | 35 |
| Ba Barium | 1 | 1 | 1 | 0 |
| Ca Calcium | 1154 | 1214 | 1209 | 1357 |
| Mg Magnesium | 1032 | 965 | 1002 | 1053 |
| Mn Manganese | 1 | 1 | 0 | 0 |
| P Phosphorus | 1125 | 1220 | 1157 | 1198 |
| Zn Zinc | 1325 | 1362 | 1309 | 1436 |

ANTIFREEZE

| | 26-Sep-23 | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 |
|--------------|-----------|-----------|-----------|-----------|
| A Antifreeze | N | N | N | N |

FUEL

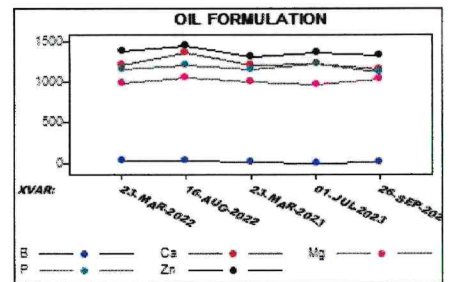
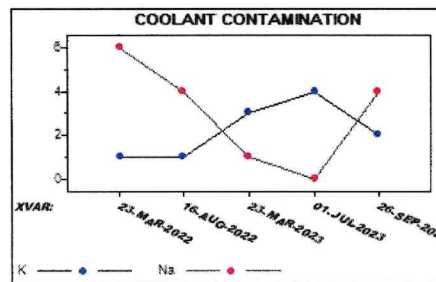
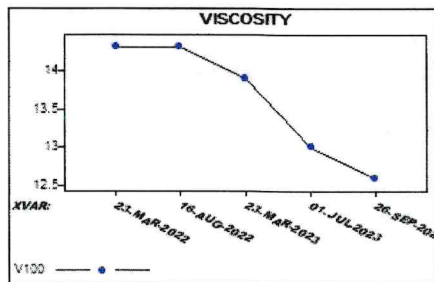
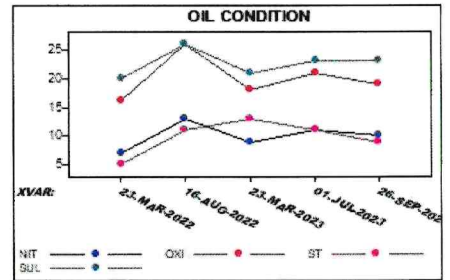
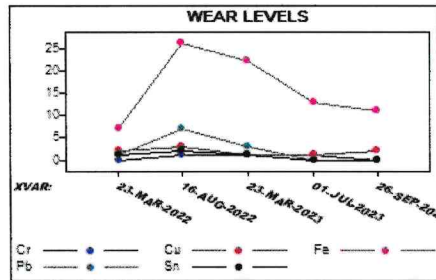
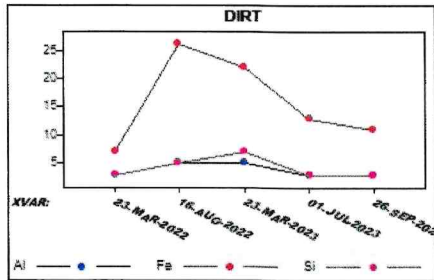
| | 26-Sep-23 | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 |
|--------|-----------|-----------|-----------|-----------|
| F Fuel | N | N | N | N |

WATER

| | 26-Sep-23 | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 |
|---------|-----------|-----------|-----------|-----------|
| W Water | N | N | N | N |

CLEANLINESS

| | 26-Sep-23 | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 |
|-----------------|-----------|-----------|-----------|-----------|
| PQ INDEX | | | | |
| PQI PQ Index | 2 | 6 | 14 | 1 |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJvUrs>

ENGINE FRONT

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

CAT 627K

No Action Required

Interp By: Jesse Hill

Interpreted On: 03-Oct-23

E070-53276-0414

SAMPLE SHIP TIME (days) : 7

Rounds Construction Co.

RECEIVED DATE: 03-Oct-23

The test results indicate normal levels for this compartment. No excessive wear is indicated at this time. Continue to monitor by sampling at a recommended interval.

SAMPLE INFORMATION

| | 26-Sep-23 | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 |
|-------------------|-----------------|-----------------|-----------------|-----------------|
| Sampled Date | 26-Sep-23 | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 |
| Sample Id | E070-53276-0414 | E070-53194-2324 | E070-53087-5683 | E070-52234-5484 |
| Lab Date | 03-Oct-23 | 13-Jul-23 | 28-Mar-23 | 22-Aug-22 |
| Meter [Hr] | 14692 | | 14122 | 0 |
| Meter On Fluid | | | | 0 |
| Fluid Brand | CAT | CAT | CAT | CAT |
| Fluid Weight | 10W-30 | 15W-40 | 15W-40 | 15W-40 |
| Fluid Type | | | | |
| Fluid Change | Y | U | U | U |
| Filter Change | Y | U | U | U |
| Kidney Loop | U | U | U | U |
| Total Fluid Added | 0 | 0 | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | 26-Sep-23 | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 |
|--|-----------|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | | |
| V100 Viscosity at 100 C | 11.70 | 12.30 | 13.30 | 12.90 |

INFRARED (UFM) ASTM E2412

| | 26-Sep-23 | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 |
|---------------------|-----------|-----------|-----------|-----------|
| ST Soot | 6 | 8 | 9 | 8 |
| SUL Sulfur Products | 25 | 25 | 21 | 25 |
| OXI Oxidation | 22 | 23 | 17 | 22 |
| NIT Nitration | 13 | 13 | 9 | 12 |

WEAR LEVELS / ADDITIVES

| | 26-Sep-23 | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 |
|---|-----------|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D6185 [OIL] / ASTM D8130 [COOLANT] | | | | |
| Cu Copper | 7 | 5 | 6 | 22 |
| Fe Iron | 17 | 16 | 13 | 28 |
| Cr Chromium | 1 | 1 | 1 | 1 |
| Ni Nickel | 0 | 0 | 0 | 0 |
| Ti Titanium | 0 | 0 | 0 | 0 |
| V Vanadium | 0 | 0 | 0 | 0 |
| Pb Lead | 0 | 1 | 3 | 4 |
| Sn Tin | 0 | 0 | 2 | 0 |
| Al Aluminum | 1 | 2 | 4 | 3 |
| Si Silicon | 5 | 4 | 8 | 11 |
| Na Sodium | 6 | 0 | 2 | 8 |
| K Potassium | 2 | 5 | 2 | 1 |
| Mo Molybdenum | 60 | 57 | 59 | 66 |
| B Boron | 1 | 2 | 1 | 19 |
| Ba Barium | 1 | 1 | 1 | 0 |
| Ca Calcium | 1140 | 1144 | 1145 | 1235 |
| Mg Magnesium | 922 | 858 | 914 | 897 |
| Mn Manganese | 1 | 1 | 0 | 0 |
| P Phosphorus | 1079 | 1141 | 1100 | 1087 |
| Zn Zinc | 1290 | 1277 | 1269 | 1327 |

ANTIFREEZE

| | 26-Sep-23 | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 |
|--------------|-----------|-----------|-----------|-----------|
| A Antifreeze | N | N | N | N |

FUEL

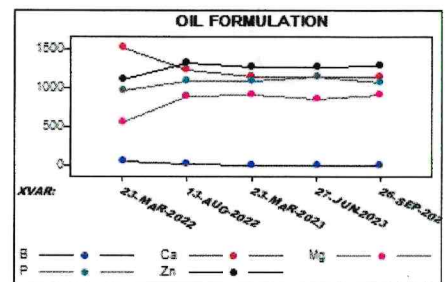
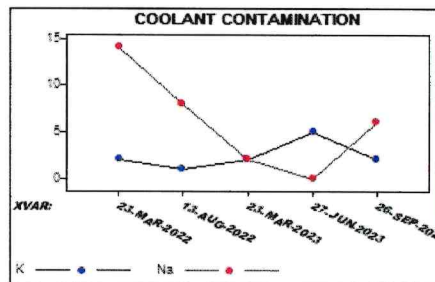
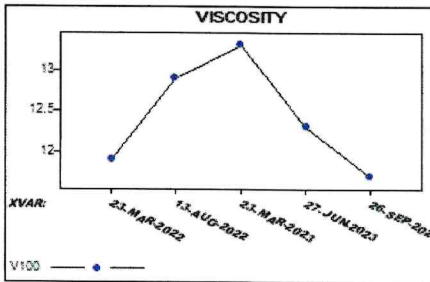
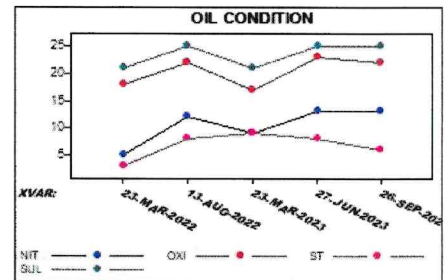
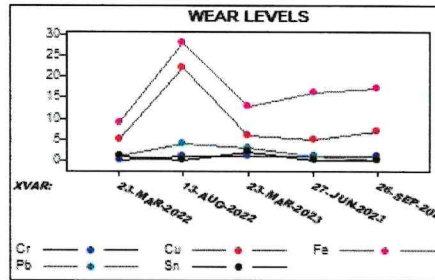
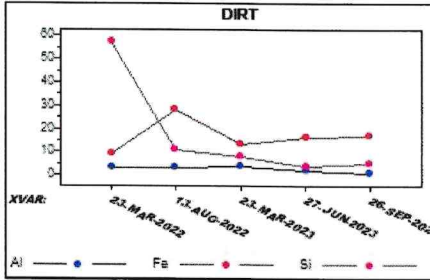
| | 26-Sep-23 | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 |
|--------|-----------|-----------|-----------|-----------|
| F Fuel | N | N | N | N |

WATER

| | 26-Sep-23 | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 |
|---------|-----------|-----------|-----------|-----------|
| W Water | N | N | N | N |

CLEANLINESS

| | 26-Sep-23 | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 |
|-----------------|-----------|-----------|-----------|-----------|
| PQ INDEX | | | | |
| PQI PQ Index | 1 | 6 | 11 | 0 |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

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| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | 813 | 08-31-23 | 04WO0331986 | 1 of 2 |
| SHIP VIA | DOC DATE | | REFERENCE NO. | | |
| | 08-28-23 | | SF00414 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13949.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

TROUBLESHOOT FLUIDS & HYDRAULICS
 COMPLAINT: MACHINE HAS EJECTOR AND APRON CYLINDER FAULTS.
 CAUSE: ACTIVE FAULT CODES
 CORRECTION: DOWNLOADED PRODUCT STATUS REPORT.
 EJECTOR FAULT, UNPLUGGED SENSOR, CODE WENT DOWN INDICATED IT WASN'T THE HARNESS, SENSOR NEEDS TO BE REPLACED. APRON CYLINDER FAULT, HAD A OPEN CIRCUIT ON THE APRON CYLINDER POSITION SENSOR. TESTED/CONFIRMED THAT THERE WAS NO POWER TO THE SENSOR. DETERMINED WHERE THE ISSUE IS IN THE HARNESS.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 01 | 162.50 * |
| SEGMENT 01 TOTAL | | 162.50 T |

REPLACE EJECTOR CYLINDER
 PRESSURE SENSOR
 COMPLAINT: ACTIVE FAULT CODE FOR EJECTOR ROD END PRESSURE SENSOR
 CAUSE: PRESSURE SENSOR HAS FAILED AND SHORTED OUT.
 CORRECTION: REMOVED THE BRACKET. INSTALLED NEW SENSOR AND TESTED. CLEARED OLD FAULT CODES AND DOWNLOADED A FINAL PRODUCT STATUS REPORT.

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 Butler Machinery Company's service labor is warranted to the customer for a period of 90 days from the date of work, to include defects in workmanship performed by Butler Machinery employees. This warranty would include the replacement of parts and labor, damaged by that defect in workmanship. Any failures caused by defect of parts, whether replaced now at the time of our work, or re-used, will be covered by the original manufacturer's applicable warranties, if any. Goods cannot be returned without our permission and are subject to restocking charge. All items marked with an asterisk (*) have been declared non-returnable by the manufacturer and are not acceptable for credit. Items not shown are backordered. Claims for shortages must be made within 5 days

| | | |
|---------------------------|---|-----------|
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| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | 813 | 08-31-23 | 04WO0331986 | 2 of 2 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 08-28-23 | SF00414 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 13949.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | | | | |
|---|----------|------------------|---------|--------|----------|
| 1 | 344-7391 | SENSOR GP-PR | S | 414.03 | 414.03 |
| | | TOTAL PARTS | SEG. 02 | | 414.03 * |
| | | TOTAL LABOR | SEG. 02 | | 201.50 * |
| | | SEGMENT 02 TOTAL | | | 615.53 T |

REPAIR WIRING HARNESS
APRON

COMPLAINT: FAULT CODE FOR APRON SENSOR
CAUSE: BROKEN WIRE IN APRON CYLINDER HARNESS.
CORRECTION: TRACED HARNESS. REPAIRED THE HARNESS.
INSTALLED A NEW PIN. USED ELECTRICAL TAPE TO
SECURE AND REPAIR THE WIRES OUTER SHEATHING.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 03 | 218.00 * |
| SEGMENT 03 TOTAL | | 218.00 T |

| | |
|----------------------|---------|
| HANDLING CHARGE | 24.84 T |
| SD STATE TAX | 42.88 T |
| SIOUX FALLS CITY TAX | 20.42 T |

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|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | 813 | 08-22-23 | 04WO0331538 | 1 of 1 |
| SHIP VIA | | DOC DATE | REFERENCE NO. | | |
| | | 08-11-23 | 0499606 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14684.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

TROUBLESHOOT DIFFERENTIAL
FRONT

COMPLAINT: CLUNK IN FRONT END

CORRECTION: FOUND METAL IN FRONT DIFF OIL AND
CHUNK ON DRAINPLUG

| | | | | | |
|------------------|----------|---------------|---|---------|----------|
| 4 | 4627781 | 80W90 2.5 GAL | S | 54.94 | 219.76 |
| 2 | FLUIDBTL | FLUID SAMPLE | S | 17.00 | 34.00 |
| TOTAL PARTS | | | | SEG. 01 | 253.76 * |
| TOTAL LABOR | | | | SEG. 01 | 444.00 * |
| SEGMENT 01 TOTAL | | | | | 697.76 T |

TRAVEL TO/FROM MACHINE

| | | |
|------|------------------|-----------------|
| 1.00 | SERVICE CALL Z1 | 85.00 |
| | TOTAL MISC CHGS | SEG. 9A 85.00 * |
| | SEGMENT 9A TOTAL | 85.00 T |

| | |
|----------------------|---------|
| HANDLING CHARGE | 15.23 T |
| SD STATE TAX | 33.52 T |
| SIoux FALLS CITY TAX | 15.96 T |

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\$847.47

DIFFERENTIAL FRONT

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

CAT 627K

No Action Required

Interp By: Jesse Hill

Interpreted On: 16-Aug-23

E070-53228-3679

SAMPLE SHIP TIME (days) : 5

Rounds Construction Co.

RECEIVED DATE: 16-Aug-23



The test results indicate normal levels for this compartment. No excessive wear is indicated at this time. Continue to monitor by sampling at a recommended interval.

SAMPLE INFORMATION

| | 11-Aug-23 | 27-Mar-23 | 23-Mar-22 |
|-------------------|-----------------|-----------------|-----------------|
| Sampled Date | 11-Aug-23 | 27-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53228-3679 | E070-53095-0618 | E070-52089-5866 |
| Sampled By | 5107 | | KEVIN |
| Lab Date | 16-Aug-23 | 05-Apr-23 | 30-Mar-22 |
| Meter [Hr] | 14684 | 14126 | 13117 |
| Meter on Fluid | | | |
| Fluid Brand | | CAT | CAT |
| Fluid Weight | | 80W-90 | 80W-90 |
| Fluid Type | | | |
| Fluid Changed | N | U | Y |
| Filter Changed | U | U | Y |
| Shut Down Loop | U | U | U |
| Total Fluid Added | 0 | 0 | 0 |

PREVIOUS SAMPLE

Hours on oil? PQ and Particle Counts are higher than expected. Higher PQ can mean larger magnetic debris is present. More data and samples will be needed to form a good data trend. Inspect the magnetic drain plug, if applicable. Consider changing oil.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | 11-Aug-23 | 27-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | |
| V100 Viscosity at 100 C | 13.20 | 14.30 | |

WATER

| W | Water | N | N | P |
|---|-------|---|---|---|
| | | | | |

WEAR LEVELS / ADDITIVES

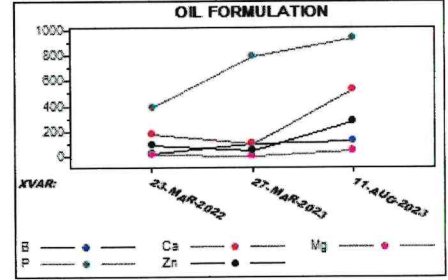
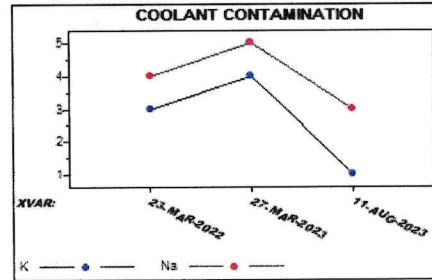
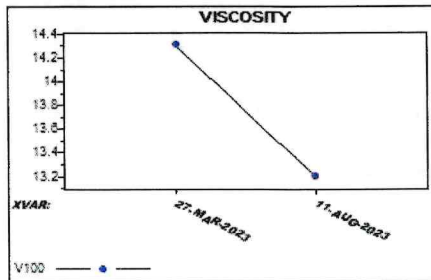
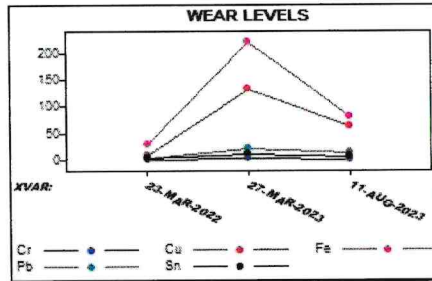
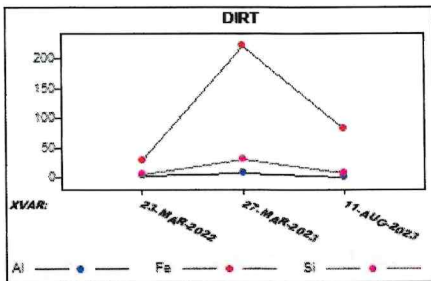
| | 11-Aug-23 | 27-Mar-23 | 23-Mar-22 |
|---|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | |
| Cu Copper | 63 | 133 | 7 |
| Fe Iron | 81 | 221 | 28 |
| Cr Chromium | 0 | 1 | 0 |
| Ni Nickel | 0 | 0 | 0 |
| Ti Titanium | 0 | 0 | 0 |
| V Vanadium | 0 | 0 | 0 |
| Pb Lead | 11 | 19 | 1 |
| Sn Tin | 5 | 9 | 1 |
| Al Aluminum | 1 | 6 | 2 |
| Si Silicon | 8 | 31 | 4 |
| Na Sodium | 3 | 5 | 4 |
| K Potassium | 1 | 4 | 3 |
| Mo Molybdenum | 2 | 1 | 6 |
| B Boron | 126 | 106 | 24 |
| Ba Barium | 2 | 1 | 0 |
| Ca Calcium | 531 | 105 | 182 |
| Mg Magnesium | 46 | 7 | 13 |
| Mn Manganese | 2 | 2 | 0 |
| P Phosphorus | 925 | 790 | 384 |
| Zn Zinc | 273 | 41 | 94 |

CLEANLINESS

| | 11-Aug-23 | 27-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|-----------|
| PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406 | | | |
| 4µ 4µ | 98848 | 62480 | 0 |
| 6µ 6µ | 55154 | 42643 | 0 |
| 10µ 10µ | 19811 | 22085 | 0 |
| 14µ 14µ | 8080 | 12457 | 0 |
| 18µ 18µ | | | 0 |
| 21µ 21µ | 2485 | 5505 | 0 |
| 38µ 38µ | 185 | 593 | 0 |
| 50µ 50µ | | | 0 |
| ISO ISO Code Rating | 24/23/20 | 23/23/21 | HBL |

PQ INDEX

| PQI | PQ Index | 464 | 644 | 30 |
|-----|----------|-----|-----|----|
| | | | | |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

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| | | | | | |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | KEVIN WYNIA | 07-27-23 | 04WO0330374 | 1 of 5 |
| SHIP VIA | DOC.DATE | | REFERENCE NO. | | |
| | 07-19-23 | | 0498953 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14576.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

JOB SITE - SIOUX FALLS
 INSTALL TURBOCHARGER
 SHIELD

COMPLAINT: HEAT SHIELD IS HANGING OFF OF TURBO
 CAUSE: SHIELD DETERIORATED OVER TIME
 CORRECTION: TRIED TO FIND SHIELD, THEN ALSO LOOKED
 TO FIND IT WASN'T IN SIS. WENT OUT TO MACHINE TO
 TRY GET A NUMBER OFF OF IT, AND IT WAS GONE.
 ASSUME IT WAS SOME EXTRA PIECE FOR A LANDFILL
 PACKAGE AND WAS NOT STANDARD ON THIS MACHINE.

| | | |
|------------------|---------|---------|
| TOTAL LABOR | SEG. 01 | 82.50 * |
| SEGMENT 01 TOTAL | | 82.50 T |

 INSTALL HYDRAULIC HOSES/LINES
 CLAMP

COMPLAINT: STEEL TUBE FOR EJECTOR IS MISSING ONE
 HALF CLAMP CAUSING LINE TO GET CHAFFED UP.
 CAUSE: ONE SIDE OF THE CLAMP WAS MISSING.
 RESULTANT DAMAGE: THE OTHER HALF OF THE CLAMP WORN
 INTO STEEL TUBE #4394598
 CORRECTION: TOOK CLAMPS LOOSE, THEN REMOVED WORN
 ONE. FOUND MAIN STEEL TUBE WAS WORN IN A FAIR
 AMOUNT FROM CLAMP IN THAT SPOT AND ANOTHER SPOT UP

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| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | KEVIN WYNIA | 07-27-23 | 04WO0330374 | 2 of 5 |
| SHIP VIA | | DOC DATE | REFERENCE NO. | | |
| | | 07-19-23 | 0498953 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14576.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

FRONT FROM RUBBERING ON ANOTHER BRACKET.
 INSTALLED NEW CLAMPS, THEN MADE SURE IT WAS NOT
 RUBBING ANYWHERE ELSE. TIED UP HARNESSES BACK IN
 BOWL AREA SO THEY WOULD NOT GET DAMAGED.

| | | | | | |
|---|---------|------------------|---------|-------|----------|
| 1 | 3V-1005 | CLAMP-HALF | N | 25.86 | 25.86 |
| 1 | 7Y-4038 | CLAMP HALF | N | 33.97 | 33.97 |
| | | TOTAL PARTS | SEG. 02 | | 59.83 * |
| | | TOTAL LABOR | SEG. 02 | | 317.00 * |
| | | SEGMENT 02 TOTAL | | | 376.83 T |

REPLACE SOS
 FITTING
 COMPLAINT: OIL IS LEAKING FROM THE FRONT ENGINES
 SOS FITTING.
 CAUSE: TAP IS WORN
 CORRECTION: REMOVED OLD SOS TAP, THEN INSTALLED A
 NEW ONE WITH A NEW SEAL. RAN MACHINE TO CHECK FOR
 LEAKS,

| | | | | | |
|---|----------|-------------|---------|-------|----------|
| 1 | 3J-1907 | SEAL | S | 1.27 | 1.27 |
| 1 | 8C-3445 | CAP DUST | S | 5.19 | 5.19 |
| 1 | 183-7264 | NIPPLE AS | S | 27.17 | 27.17 |
| | | TOTAL PARTS | SEG. 03 | | 33.63 * |
| | | TOTAL LABOR | SEG. 03 | | 105.00 * |

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| 04 | C78767 | KEVIN WYNIA | 07-27-23 | 04WO0330374 | 3 of 5 |
| SHIP VIA | DOC.DATE | | REFERENCE NO. | | |
| | 07-19-23 | | 0498953 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14576.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

 SEGMENT 03 TOTAL 138.63 T

ADJUST EJECTOR GUIDE
 ROLLER

COMPLAINT: REAR EJECTOR GUIDE ROLLERS WERE REAL
 LOOSE ON REAR FRAME.
 CAUSE: RIGHT REAR GUIDE ROLLER SEAL FAILED CAUSING
 BEARINGS TO WEAR PREMATURELY.
 CORRECTION: ONCE GOT RIGHT REAR GUIDE ROLLER
 REBUILT. ADJUSTED BOTH OF REAR GUIDE ROLLERS.
 CYCLED EJECTOR TO CHECKED CLEARANCES.

TOTAL LABOR SEG. 04 162.50 *
 SEGMENT 04 TOTAL 162.50 T

REBEARING& RESEAL EJECTOR GUIDE
 ROLLER

COMPLAINT: REAR EJECTOR GUIDE ROLLERS ARE LOOSE ON
 REAR FRAME STRUCTURE.
 CAUSE: RIGHT REAR GUIDE ROLLER SEAL FAILED AND
 LOWER BEARING GOT DIRT IN IT
 CORRECTION: TOOK COVER OFF OF RIGHT REAR GUIDE
 ROLLER AND TRIED TO REMOVE SHAFT. SHAFT WAS
 GETTING STUCK IN EJECTOR FRAME SINCE FRAME AND

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| 04 | C78767 | KEVIN WYNIA | 07-27-23 | 04WO0330374 | 4 of 5 |
| SHIP VIA | | DOC. DATE | REFERENCE NO. | | |
| | | 07-19-23 | 0498953 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 14576.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

SHAFT WERE BOTH MUSHROOMED UP BAD FROM WEARING IN EJECTOR FRAME. ENDED UP RUNNING THE EJECTOR ALL THE WAY BACK AND REMOVING BOTH GUIDE ROLLERS TO FINALLY GET IT OUT OF FRAME. BROUGHT SPINDLE BACK TO SHOP, THEN PRESSED IT APART. REPLACED BEARINGS , THEN PACKED IT WITH GREASE AND INSTALLED A NEW SEAL. TOOK GUIDE ROLLER BACK OUT TO MACHINE AND INSTALLED IT AGAIN. ADJUSTED BOTH OF GUIDE ROLLERS OUT TO FRAME , THEN CYCLED IT TO CHECK CLEARANCES.

| | | | | | | |
|---|----------|--|--------|------------------|---------|-----------|
| 1 | 5P-5588 | | SEAL | S | 16.74 | 16.74 |
| 2 | 7K-5448 | | CUP | S | 31.77 | 63.54 |
| 2 | 7K-5449 | | CONE | S | 45.05 | 90.10 |
| 1 | 144-7295 | | GASKET | S | 3.88 | 3.88 |
| | | | | TOTAL PARTS | SEG. 05 | 174.26 * |
| | | | | TOTAL LABOR | SEG. 05 | 999.00 * |
| | | | | SEGMENT 05 TOTAL | | 1173.26 T |

TRAVEL TO/FROM MACHINE

| | | | | | |
|------|--|--|------------------|---------|----------|
| 1.00 | | | TOTAL LABOR | SEG. 9A | 33.00 * |
| | | | SERVICE CALL Z1 | | 85.00 |
| | | | TOTAL MISC CHGS | SEG. 9A | 85.00 * |
| | | | SEGMENT 9A TOTAL | | 118.00 T |

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| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 07-19-23 | 0498953 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14576.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | |
|----------------------|---------|
| HANDLING CHARGE | 16.06 T |
| SD STATE TAX | 86.85 T |
| SIOUX FALLS CITY TAX | 41.36 T |

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| 04 | C78767 | KEVIN WYNIA | 07-19-23 | 04WO0329971 | 1 of 2 |
| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 06-29-23 | 0498503 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14478.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

INSPECT MACHINE

COMPLAINT: MACHINE NEEDS TO BE INSPECTED
CORRECTION: INSPECTED THE MACHINE. FOUND: HALF CLAMP IS MISSING BY HITCH ARE FOR EJECTOR TUBE OIL LINE. SOS PORT LEAKS OIL ON FRONT ENGINE, FRONT MAIN COVER ABOVE FRONT AIR CLEANER LATCH IS MISSING NUTS. ENGINE FRONT PRIMARY AIR FILTER HAS THE PLASTIC CROSS PIECES RUBBED THROUGH ON IT. LEFT BOWL LIFT CYLINDER HOSE HAS THE OUTER COATING COMING APART ON IT AND HOSE HAS RUST MARKS COMING THROUGH. REAR BRAKE COOLING OIL IS LOW AND TANK IS MARKED NOT TO FILL?? EXHAUST HAS A SMALL LEAK ON FRONT ENGINE WHERE THE EXHAUST LINES HOOK TOGETHER, REAR INNER AIR FILTER IS DIRTY. REAR ENGINE OIL PAN LEAKS OIL ON RIGHT SIDE OF MACHINE NEAR ONE OF THE OIL PAN BOLTS. EJECTOR CYLINDER TUBE IS BENT IN FRONT OF REAR TRANSMISSION SUMP SCREEN. RIGHT REAR HARNESS IN BOWL NEEDS TO BE TIED UP. RIGHT REAR GUIDE ROLLER BEARINGS HAVE SOME PLAY IN THEM. CLIPS ON LEFT REAR CORNER OF BOWL ARE MISSING BOLT.

TOTAL LABOR SEG. 01 533.50 *
SEGMENT 01 TOTAL 533.50 T

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| <p>SOLD TO</p> <p>ROUNDS CONSTRUCTION CO INC 1124 34TH AVE BROOKINGS SD 57006-6534</p> | <p>SHIP TO</p> |
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| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 07-19-23 | 04WO0329971 | 2 of 2 |
| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 06-29-23 | 0498503 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 14478.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | |
|----------------------|---------|
| SD STATE TAX | 22.41 T |
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| | |
|------------------------|----------|
| Please Pay This Amount | \$566.58 |
|------------------------|----------|

ENGINE REAR

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

CAT 627K

No Action Required

Interp By: Scot Sorensen

Interpreted On: 13-Jul-23

E070-53194-2322

SAMPLE SHIP TIME (days) : 12

Rounds Construction Co.

RECEIVED DATE: 13-Jul-23

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

SAMPLE INFORMATION

| | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|----------------|-----------------|-----------------|-----------------|-----------------|
| Sampled Date | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
| Sample ID | E070-53194-2322 | E070-53087-5682 | E070-52234-5486 | E070-52089-5885 |
| Sampled By | | | | KEVIN |
| Lab Date | 13-Jul-23 | 28-Mar-23 | 22-Aug-22 | 30-Mar-22 |
| Meter [Hr] | 14406 | 14122 | 0 | 13117 |
| Meter on Fluid | | | 0 | |
| Fluid Brand | CAT | CAT | CAT | CAT |
| Fluid Weight | 15W-40 | 15W-40 | 15W-40 | 15W-40 |
| Fluid Type | | | | |
| Fluid Changed | U | U | U | Y |
| Filter Changed | U | U | U | Y |
| ney Loop | U | U | U | U |
| al Fluid Added | 0 | 0 | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|--|--------------------|-----------|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | | | |
| V100 | Viscosity at 100 C | 13.00 | 13.90 | 14.30 | 14.30 |

INFRARED (UFM) ASTM E2412

| | | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|-----|-----------------|-----------|-----------|-----------|-----------|
| ST | Soot | 11 | 13 | 11 | 5 |
| SUL | Sulfur Products | 23 | 21 | 26 | 20 |
| OXI | Oxidation | 21 | 18 | 26 | 16 |
| NIT | Nitration | 11 | 9 | 13 | 7 |

WEAR LEVELS / ADDITIVES

| | | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|---|------------|-----------|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D8130 [COOLANT] | | | | | |
| Cu | Copper | 1 | 1 | 3 | 2 |
| Fe | Iron | 13 | 22 | 26 | 7 |
| Cr | Chromium | 1 | 1 | 1 | 0 |
| Ni | Nickel | 0 | 1 | 0 | 0 |
| Ti | Titanium | 0 | 0 | 0 | 0 |
| V | Vanadium | 0 | 0 | 0 | 0 |
| Pb | Lead | 0 | 3 | 7 | 1 |
| Sn | Tin | 0 | 1 | 2 | 1 |
| Al | Aluminum | 3 | 5 | 5 | 3 |
| Si | Silicon | 3 | 7 | 5 | 3 |
| Na | Sodium | 0 | 1 | 4 | 6 |
| K | Potassium | 4 | 3 | 1 | 1 |
| Mo | Molybdenum | 65 | 66 | 85 | 68 |
| B | Boron | 0 | 3 | 35 | 30 |
| Ba | Barium | 1 | 1 | 0 | 0 |
| Ca | Calcium | 1214 | 1209 | 1357 | 1204 |
| Mg | Magnesium | 965 | 1002 | 1053 | 989 |
| Mn | Manganese | 1 | 0 | 0 | 0 |
| P | Phosphorus | 1220 | 1157 | 1198 | 1159 |
| Zn | Zinc | 1362 | 1309 | 1436 | 1377 |

ANTIFREEZE

| | | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|---|------------|-----------|-----------|-----------|-----------|
| A | Antifreeze | N | N | N | N |

FUEL

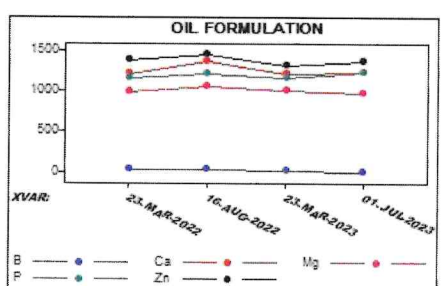
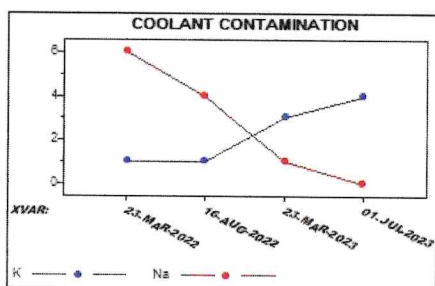
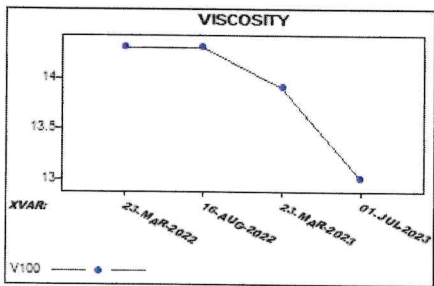
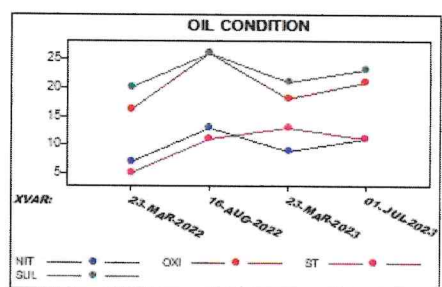
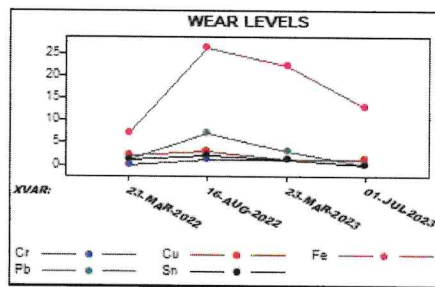
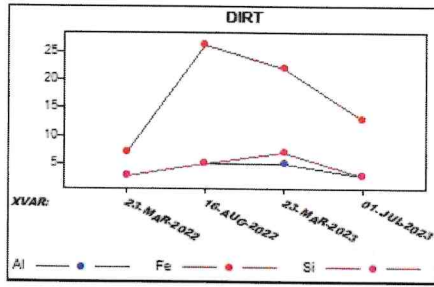
| | | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|---|------|-----------|-----------|-----------|-----------|
| F | Fuel | N | N | N | N |

WATER

| | | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|---|-------|-----------|-----------|-----------|-----------|
| W | Water | N | N | N | N |

CLEANLINESS

| | | 01-Jul-23 | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|-----------------|----------|-----------|-----------|-----------|-----------|
| PQ INDEX | | | | | |
| PQI | PQ Index | 6 | 14 | 1 | 5 |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUr>

ENGINE FRONT

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

CAT 627K

No Action Required

Interp By: Scot Sorensen

Interpreted On: 13-Jul-23

E070-53194-2324

SAMPLE SHIP TIME (days) : 16

Rounds Construction Co.

RECEIVED DATE: 13-Jul-23

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

SAMPLE INFORMATION

| | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|-------------------|-----------------|-----------------|-----------------|-----------------|
| Sampled Date | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
| Sample ID | E070-53194-2324 | E070-53087-5683 | E070-52234-5484 | E070-52089-5977 |
| Sampled By | | | | KEVIN |
| Lab Date | 13-Jul-23 | 28-Mar-23 | 22-Aug-22 | 30-Mar-22 |
| Meter [Hr] | | 14122 | 0 | 13117 |
| Meter on Fluid | | | 0 | |
| Fluid Brand | CAT | CAT | CAT | CAT |
| Fluid Weight | 15W-40 | 15W-40 | 15W-40 | 15W-40 |
| Fluid Type | | | | |
| Fluid Changed | U | U | U | Y |
| Filter Changed | U | U | U | Y |
| Key Loop | U | U | U | U |
| Final Fluid Added | 0 | 0 | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|--|--------------------|-----------|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | | | |
| V100 | Viscosity at 100 C | 12.30 | 13.30 | 12.90 | 11.90 |

INFRARED (UFM) ASTM E2412

| | | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|-----|-----------------|-----------|-----------|-----------|-----------|
| ST | Soot | 8 | 9 | 8 | 3 |
| SUL | Sulfur Products | 25 | 21 | 25 | 21 |
| OXI | Oxidation | 23 | 17 | 22 | 18 |
| NIT | Nitration | 13 | 9 | 12 | 5 |

WEAR LEVELS / ADDITIVES

| | | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|---|------------|-----------|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | | | |
| Cu | Copper | 5 | 6 | 22 | 5 |
| Fe | Iron | 16 | 13 | 28 | 9 |
| Cr | Chromium | 1 | 1 | 1 | 0 |
| Ni | Nickel | 0 | 0 | 0 | 0 |
| Ti | Titanium | 0 | 0 | 0 | 0 |
| V | Vanadium | 0 | 0 | 0 | 0 |
| Pb | Lead | 1 | 3 | 4 | 1 |
| Sn | Tin | 0 | 2 | 0 | 1 |
| Al | Aluminum | 2 | 4 | 3 | 3 |
| Si | Silicon | 4 | 8 | 11 | 57 |
| Na | Sodium | 0 | 2 | 8 | 14 |
| K | Potassium | 5 | 2 | 1 | 2 |
| Mo | Molybdenum | 57 | 59 | 66 | 43 |
| B | Boron | 2 | 1 | 19 | 55 |
| Ba | Barium | 1 | 1 | 0 | 0 |
| Ca | Calcium | 1144 | 1145 | 1235 | 1519 |
| Mg | Magnesium | 858 | 914 | 897 | 546 |
| Mn | Manganese | 1 | 0 | 0 | 0 |
| P | Phosphorus | 1141 | 1100 | 1087 | 969 |
| Zn | Zinc | 1277 | 1269 | 1327 | 1118 |

ANTIFREEZE

| | | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|---|------------|-----------|-----------|-----------|-----------|
| A | Antifreeze | N | N | N | N |

FUEL

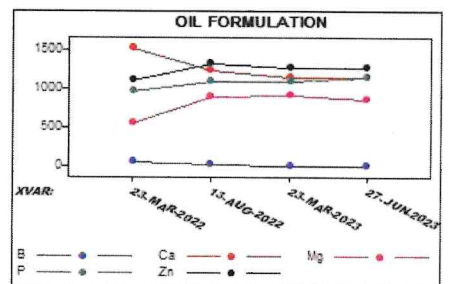
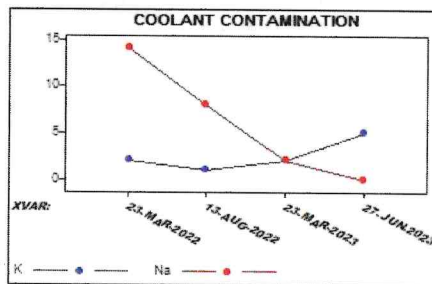
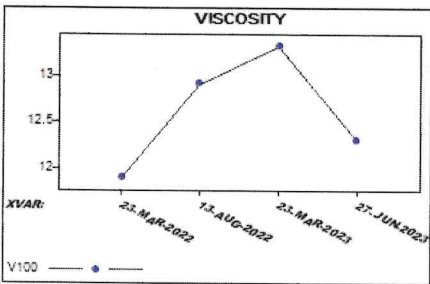
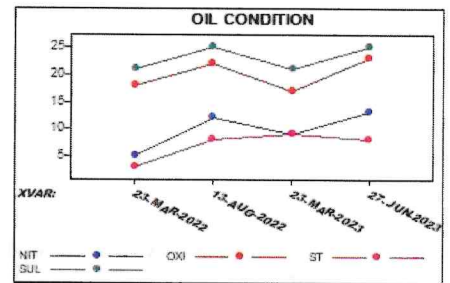
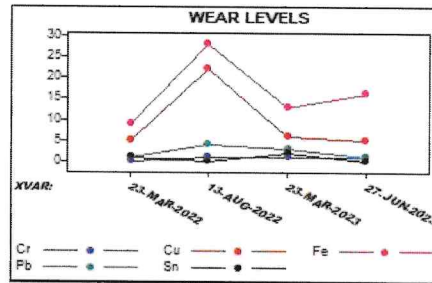
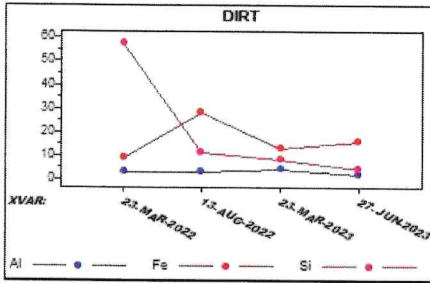
| | | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|---|------|-----------|-----------|-----------|-----------|
| F | Fuel | N | N | N | N |

WATER

| | | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|---|-------|-----------|-----------|-----------|-----------|
| W | Water | N | N | N | N |

CLEANLINESS

| | | 27-Jun-23 | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|-----------------|----------|-----------|-----------|-----------|-----------|
| PQ INDEX | | | | | |
| PQI | PQ Index | 6 | 11 | 0 | 8 |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

TRANSMISSION POWER

SHIFT FRONT

E070-53194-2199

SAMPLE SHIP TIME (days) : 16

Rounds Construction Co.

RECEIVED DATE: 13-Jul-23

EQUIP NUM: 813

CAT 627K



No Action Required

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

SERIAL NUMBER: WTC00103

Interp By: Madalyn Scherwinski

Interpreted On: 13-Jul-23

SAMPLE INFORMATION

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|-------------------|-----------------|-----------------|-----------------|
| Sampled Date | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53194-2199 | E070-53088-5854 | E070-52087-5424 |
| Sampled By | Riley | | |
| Lab Date | 13-Jul-23 | 29-Mar-23 | 28-Mar-22 |
| Meter [Hr] | 14406 | 14122 | 13117 |
| Meter on Fluid | | | |
| Fluid Brand | | CAT | CAT |
| Fluid Weight | | 30 | 30 |
| Fluid Type | | | |
| Fluid Changed | U | U | Y |
| Filter Changed | U | U | Y |
| Wash Loop | U | U | U |
| Total Fluid Added | 0 | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate more normal levels for this compartment. More data and samples will be needed to form a good data trend. Continue to monitor by sampling at a recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | |
| V100 Viscosity at 100 C | 10.70 | 10.70 | 10.00 |

ANTIFREEZE

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|--------------|-----------|-----------|-----------|
| A Antifreeze | N | N | N |

WEAR LEVELS / ADDITIVES

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|---|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | |
| Cu Copper | 34 | 123 | 660 |
| Fe Iron | 14 | 23 | 17 |
| Cr Chromium | 0 | 0 | 0 |
| Ni Nickel | 0 | 0 | 1 |
| Ti Titanium | 0 | 0 | 0 |
| V Vanadium | 0 | 0 | 0 |
| Pb Lead | 0 | 4 | 9 |
| Sn Tin | 1 | 0 | 1 |
| Al Aluminum | 2 | 5 | 2 |
| Si Silicon | 17 | 7 | 12 |
| Na Sodium | 1 | 2 | 10 |
| K Potassium | 4 | 1 | 2 |
| Mo Molybdenum | 2 | 0 | 5 |
| B Boron | 1 | 6 | 7 |
| Ba Barium | 1 | 1 | 0 |
| Ca Calcium | 2976 | 2943 | 2339 |
| Mg Magnesium | 32 | 26 | 30 |
| Mn Manganese | 1 | 0 | 0 |
| P Phosphorus | 1044 | 971 | 916 |
| Zn Zinc | 1239 | 1255 | 1084 |

WATER

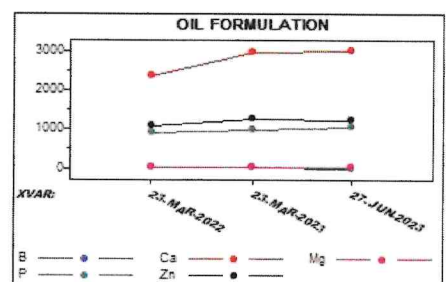
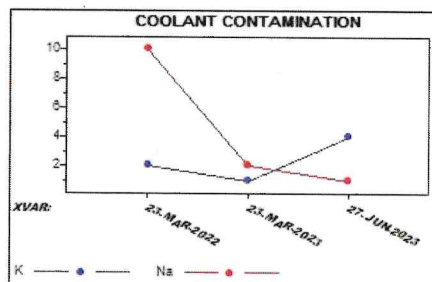
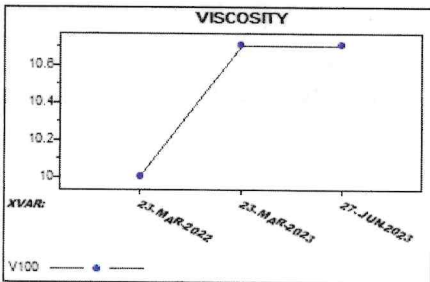
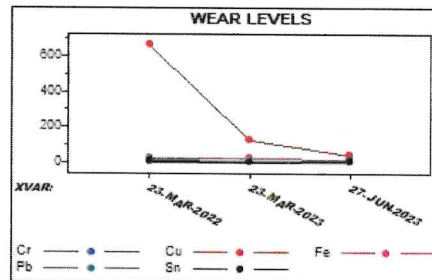
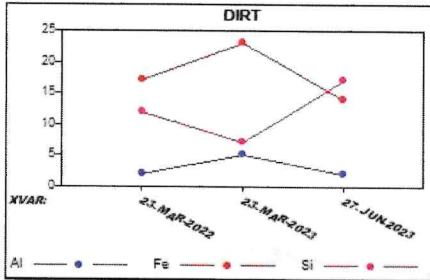
| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|---------|-----------|-----------|-----------|
| W Water | N | N | N |

CLEANLINESS

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|-----------|
| PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406 | | | |
| 4µ 4µ | 20090 | 35092 | 58227 |
| 6µ 6µ | 3604 | 2367 | 24062 |
| 10µ 10µ | 980 | 93 | 2877 |
| 14µ 14µ | 422 | 42 | 1091 |
| 18µ 18µ | | | 502 |
| 21µ 21µ | 121 | 22 | 274 |
| 38µ 38µ | 7 | 7 | 41 |
| 50µ 50µ | | | 7 |
| ISO ISO Code Rating | 22/19/16 | 22/18/13 | 23/22/17 |

PQ INDEX

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|--------------|-----------|-----------|-----------|
| PQI PQ Index | 11 | 12 | 12 |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJUVrs>

TRANSMISSION POWER

SHIFT REAR

E070-53194-2200

SAMPLE SHIP TIME (days) : 16

Rounds Construction Co.

RECEIVED DATE: 13-Jul-23

EQUIP NUM: 813

CAT 627K

 **No Action Required**

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

SERIAL NUMBER: WTC00103

Interp By: Madalyn Scherwinski

Interpreted On: 13-Jul-23

SAMPLE INFORMATION

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|-----------------|-----------------|-----------------|-----------------|
| Sampled Date | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53194-2200 | E070-53088-5857 | E070-52087-5429 |
| Sampled By | Riley | | Kevin |
| Lab Date | 13-Jul-23 | 29-Mar-23 | 28-Mar-22 |
| Meter [Hr] | 14406 | 14122 | 13117 |
| Meter on Fluid | | | |
| Fluid Brand | | CAT | CAT |
| Fluid Weight | | 30 | 30 |
| Fluid Type | | | |
| Fluid Changed | U | U | Y |
| Filter Changed | U | U | Y |
| Key Loop | U | U | U |
| Oil Fluid Added | 0 | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Continue to monitor by sampling at a recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | |
| V100 Viscosity at 100 C | 10.70 | 11.00 | 11.00 |

ANTIFREEZE

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|--------------|-----------|-----------|-----------|
| A Antifreeze | N | N | N |

WEAR LEVELS / ADDITIVES

| | | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|---|------------|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | | |
| Cu | Copper | 2 | 2 | 2 |
| Fe | Iron | 3 | 6 | 9 |
| Cr | Chromium | 0 | 0 | 0 |
| Ni | Nickel | 0 | 0 | 0 |
| Ti | Titanium | 0 | 0 | 0 |
| V | Vanadium | 0 | 0 | 0 |
| Pb | Lead | 0 | 0 | 0 |
| Sn | Tin | 0 | 0 | 0 |
| Al | Aluminum | 2 | 5 | 3 |
| Si | Silicon | 4 | 6 | 6 |
| Na | Sodium | 1 | 2 | 2 |
| K | Potassium | 3 | 1 | 2 |
| Mo | Molybdenum | 2 | 0 | 1 |
| B | Boron | 0 | 5 | 5 |
| Ba | Barium | 1 | 1 | 0 |
| Ca | Calcium | 3155 | 3028 | 3320 |
| Mg | Magnesium | 25 | 24 | 19 |
| Mn | Manganese | 1 | 0 | 0 |
| P | Phosphorus | 1085 | 1014 | 1114 |
| Zn | Zinc | 1300 | 1302 | 1384 |

WATER

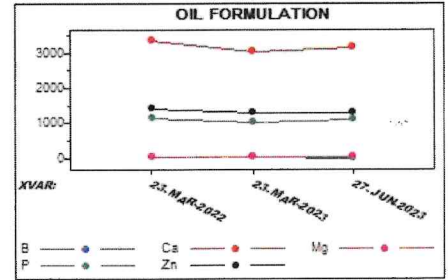
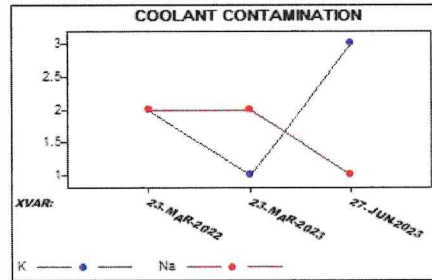
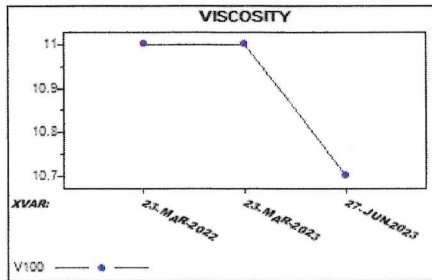
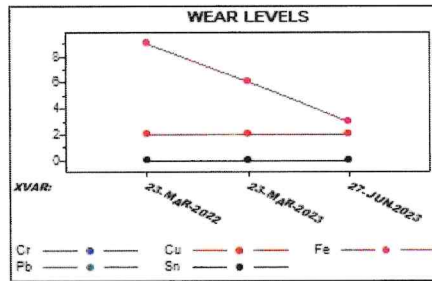
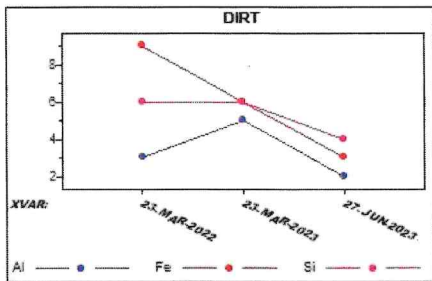
| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|---------|-----------|-----------|-----------|
| W Water | N | N | N |

CLEANLINESS

| | | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|--|-----------------|-----------|-----------|-----------|
| PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406 | | | | |
| 4μ | 4μ | 16776 | 10056 | 15980 |
| 6μ | 6μ | 910 | 559 | 330 |
| 10μ | 10μ | 144 | 131 | 104 |
| 14μ | 14μ | 60 | 63 | 51 |
| 18μ | 18μ | | | 25 |
| 21μ | 21μ | 22 | 27 | 16 |
| 38μ | 38μ | 2 | 2 | 4 |
| 50μ | 50μ | | | 1 |
| ISO | ISO Code Rating | 21/17/13 | 21/16/13 | 21/16/13 |

PQ INDEX

| | 27-Jun-23 | 23-Mar-23 | 23-Mar-22 |
|--------------|-----------|-----------|-----------|
| PQI PQ Index | 6 | 11 | 8 |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUr>

Please Remit All Payments to:

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SHIP TO

| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 06-16-23 | 04WO0328462 | 1 of 1 |
| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 05-22-23 | 0497481 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 1489.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

INSPECT MACHINE

COMPLAINT: MACHINE NEEDS TO BE INSPECTED
 CAUSE: NO FAILURE
 RESULTANT DAMAGE: NO DAMAGE
 CORRECTION: WENT THROUGH CHECK LIST THEN UPDATED
 AND ATTACHED .

| | | |
|-------|----------------------|----------|
| | F/R LBR | 660.00 * |
| ----- | SEGMENT 01 TOTAL | 660.00 T |
| | SD STATE TAX | 29.70 T |
| | SIOUX FALLS CITY TAX | 13.20 T |

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Please Pay
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Equipment Maintenance Log

FOUNDATIONS CONSTRUCTION COMPANY

Employee: Riley Date: 5-17-23

Equipment: 813

Meter Hours: 14129 Miles: _____

Parts Replaced: Joystick-453-1857 Radiator - 334-1682

Tube-588-8303 Radiator - 322-8558

Roller-41D-3151 Compressor oil - 320-1291

Spacer-2G-1006 Accumulator kits

shaft-101-1504

Spacer-3D-8418

Step-279-6074

Maintenance: Service Engine front/rear

Service trans front/rear

Service knuts all

Service diff front/rear

change hyd filters

Change air filters Cab/engine front/rear

Replace grease hoses

rescal and charge brake accumulators

new radiator front/rear

rebearing planetaries all 4

rescal ~~left~~ Right steer cylinder

Comments: _____

Maintenance Tech Signature: _____ Date: _____



ROUNDS CONSTRUCTION
COMPANY

Equipment Maintenance Log

Employee: Kevin Date: 5-10-23

Equipment: 813 627K

Meter Hours: 14129 Miles: _____

Parts Replaced: 1-330-6601 planetary gear, right front

12-1011504 planetary shafts

24-2G1006 spacers

24-4D3151 bearings

Maintenance: Machine came back with high iron, pulled planetaries and the right front planetary had 1 pin and gear coming apart, housing scored where pin was vibrating, repair with belzona. Put all new pins in all planetaries, all new spacers, bearings also. Some of the spacers between the bearings in gears were chewed up because bearings were starting to fail, replaced the 6 in front end

Comments: _____

HYDRAULIC SYSTEM

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

CAT 627K

No Action Required

Interp By: Scot Sorensen

Interpreted On: 14-Apr-23

E070-53104-2478

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 14-Apr-23



The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

SAMPLE INFORMATION

| | 11-Apr-23 | 23-Mar-23 | 23-Mar-22 |
|-------------------|-----------------|-----------------|-----------------|
| Sampled Date | 11-Apr-23 | 23-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53104-2478 | E070-53088-5842 | E070-52087-5385 |
| Sampled By | Riley | | |
| Lab Date | 14-Apr-23 | 29-Mar-23 | 28-Mar-22 |
| Meter [Hr] | 13477 | 14122 | 13117 |
| Meter on Fluid | | | |
| Fluid Brand | | CAT | CAT |
| Fluid Weight | | 10W | 10W |
| Fluid Type | | | |
| Fluid Changed | U | U | Y |
| Meter Changed | U | U | Y |
| Kidney Loop | U | U | U |
| Total Fluid Added | 0 | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Continue to monitor by sampling at a recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | 11-Apr-23 | 23-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | |
| V100 Viscosity at 100 C | 7.300 | 7.300 | 8.300 |

WATER

| | 11-Apr-23 | 23-Mar-23 | 23-Mar-22 |
|---------|-----------|-----------|-----------|
| W Water | N | N | N |

WEAR LEVELS / ADDITIVES

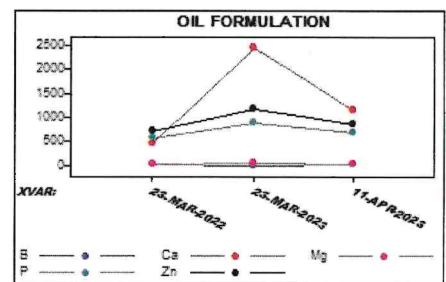
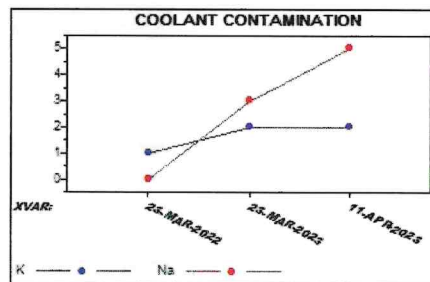
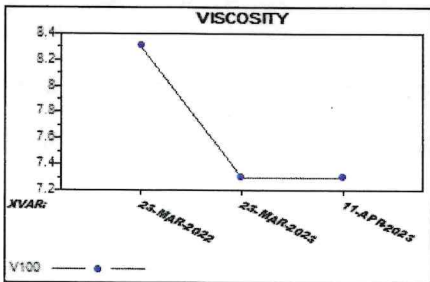
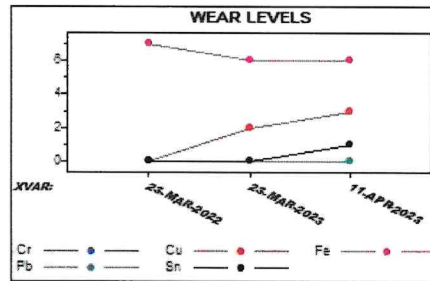
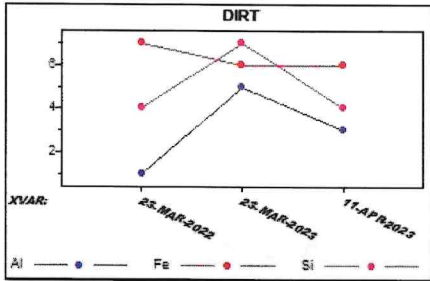
| | 11-Apr-23 | 23-Mar-23 | 23-Mar-22 |
|---|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D6185 [OIL] / ASTM D6130 [COOLANT] | | | |
| Cu Copper | 3 | 2 | 0 |
| Fe Iron | 6 | 6 | 7 |
| Cr Chromium | 0 | 0 | 0 |
| Ni Nickel | 0 | 0 | 0 |
| Ti Titanium | 0 | 0 | 0 |
| V Vanadium | 0 | 0 | 0 |
| Pb Lead | 0 | 0 | 0 |
| Sn Tin | 1 | 0 | 0 |
| Al Aluminum | 3 | 5 | 1 |
| Si Silicon | 4 | 7 | 4 |
| Na Sodium | 5 | 3 | 0 |
| K Potassium | 2 | 2 | 1 |
| Mo Molybdenum | 5 | 2 | 5 |
| B Boron | 12 | 3 | 10 |
| Ba Barium | 0 | 1 | 0 |
| Ca Calcium | 1137 | 2432 | 458 |
| Mg Magnesium | 29 | 37 | 33 |
| Mn Manganese | 0 | 0 | 0 |
| P Phosphorus | 684 | 898 | 559 |
| Zn Zinc | 861 | 1172 | 709 |

CLEANLINESS

| | 11-Apr-23 | 23-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|-----------|
| PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406 | | | |
| 4µ 4µ | 7722 | 17980 | 3515 |
| 6µ 6µ | 412 | 1214 | 540 |
| 10µ 10µ | 71 | 58 | 159 |
| 14µ 14µ | 30 | 23 | 71 |
| 18µ 18µ | | | 37 |
| 21µ 21µ | 10 | 11 | 22 |
| 38µ 38µ | 1 | 4 | 5 |
| 50µ 50µ | | | 1 |
| ISO ISO Code Rating | 20/16/12 | 21/17/12 | 19/16/13 |

PQ INDEX

| | 11-Apr-23 | 23-Mar-23 | 23-Mar-22 |
|--------------|-----------|-----------|-----------|
| PQI PQ Index | 7 | 10 | 7 |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJvUrs>

ADIATOR

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

E070-53085-9531

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 05-Apr-23

CAT 627K

No Action Required

The test results appear to indicate normal levels for this compartment.

Interp By: Scot Sorensen

Interpreted On: 07-Apr-23

SAMPLE INFORMATION

| | |
|----------------|-----------------|
| Sampled Date | 23-Mar-23 |
| Sample Id | E070-53085-9531 |
| Lab Date | 26-Mar-23 |
| Meter [Hr] | 14122 |
| Meter On Fluid | |
| Fluid Brand | |
| Fluid Weight | |
| Fluid Type | |
| Fluid Change | U |
| Filter Change | U |
| al Fluid Added | 0 |

For additional sample history, go to: my.cat.com

ADDITIONAL CHARACTERISTICS

23-Mar-23

ADDITIONAL ANALYTES (PPM)

| | | |
|-----|-----------|----|
| PO4 | Phosphate | 54 |
|-----|-----------|----|

REFRACTIVE INDEX

| | | |
|----|-------------------|-----|
| GL | Glycol (%) | 55 |
| FP | Freeze Point (°C) | -45 |
| BP | Boil Point (°C) | 108 |

pH ASTM D1287

| | | |
|----|----|-----|
| pH | pH | 7.7 |
|----|----|-----|

CORROSION LEVELS/ CHEMISTRY

23-Mar-23

ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT]

| | | |
|----|------------|------|
| Cu | Copper | 2 |
| Fe | Iron | 5 |
| Pb | Lead | 0 |
| Sn | Tin | 0 |
| Al | Aluminum | 2 |
| Zn | Zinc | 1 |
| Na | Sodium | 4031 |
| K | Potassium | 769 |
| Mo | Molybdenum | 476 |

CONDUCTIVITY (µS/cm)

| | | |
|-----|--------------|------|
| CON | Conductivity | 3250 |
|-----|--------------|------|

PHYSICAL CHARACTERISTICS

23-Mar-23

PHYSICAL

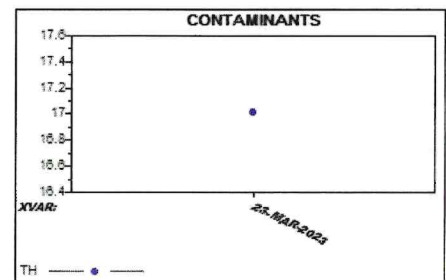
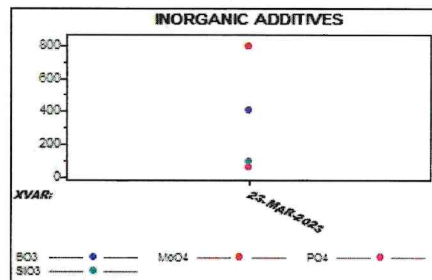
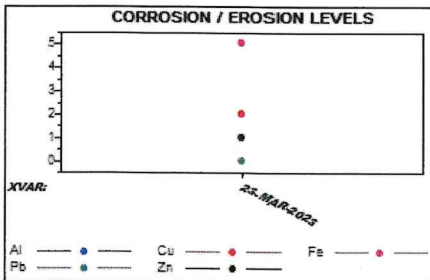
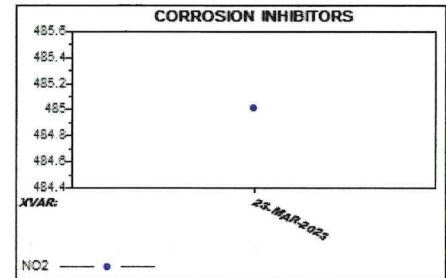
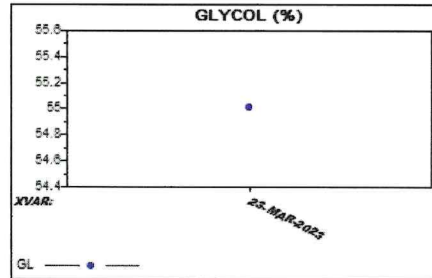
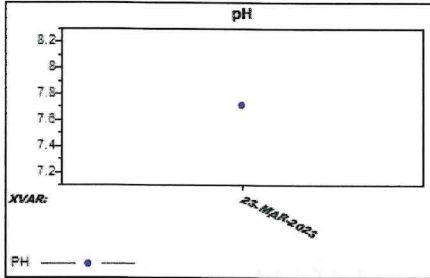
| | | |
|-------|---------------|-------|
| Color | Color | red |
| App | Appearance | clear |
| Odor | Odor | norm |
| Oil | Oil | none |
| Foam | Foam | norm |
| PAmt | Precip Amount | none |

ANION ANALYSIS (PPM) ASTM D4327

| | | |
|-----|---------|-----|
| NO2 | Nitrite | 485 |
|-----|---------|-----|

ADDITIONAL ANALYTES (PPM)

| | | |
|------|-----------|-----|
| MoO4 | Molybdate | 793 |
| BO3 | Borate | 405 |
| SiO3 | Silicate | 88 |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

ADIATOR FRONT

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

E070-53085-9546

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 05-Apr-23

CAT 627K

No Action Required

The test results appear to indicate normal levels for this compartment.

Interp By: Scot Sorensen
Interpreted On: 07-Apr-23

SAMPLE INFORMATION

| | |
|-------------------|-----------------|
| Sampled Date | 23-Mar-23 |
| Sample Id | E070-53085-9546 |
| Lab Date | 26-Mar-23 |
| Meter [Hr] | 14122 |
| Meter On Fluid | 14122 |
| Fluid Brand | |
| Fluid Weight | |
| Fluid Type | |
| Fluid Change | U |
| Filter Change | U |
| Total Fluid Added | 0 |

For additional sample history, go to: my.cat.com

ADDITIONAL CHARACTERISTICS

23-Mar-23

ADDITIONAL ANALYTES (PPM)

| | | |
|-----|-----------|---|
| PO4 | Phosphate | 8 |
|-----|-----------|---|

REFRACTIVE INDEX

| | | |
|----|-------------------|-----|
| GL | Glycol (%) | 44 |
| FP | Freeze Point (°C) | -30 |
| BP | Boil Point (°C) | 106 |

pH ASTM D1287

| | | |
|----|----|-----|
| pH | pH | 7.8 |
|----|----|-----|

CORROSION LEVELS/ CHEMISTRY

23-Mar-23

ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT]

| | | |
|----|------------|------|
| Cu | Copper | 2 |
| Fe | Iron | 2 |
| Pb | Lead | 0 |
| Sn | Tin | 0 |
| Al | Aluminum | 1 |
| Zn | Zinc | 0 |
| Na | Sodium | 3153 |
| K | Potassium | 861 |
| Mo | Molybdenum | 444 |

CONDUCTIVITY (µS/cm)

| | | |
|-----|--------------|------|
| CON | Conductivity | 1585 |
|-----|--------------|------|

PHYSICAL CHARACTERISTICS

23-Mar-23

PHYSICAL

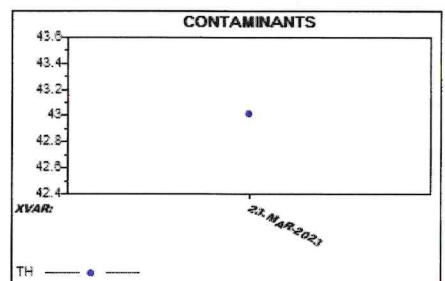
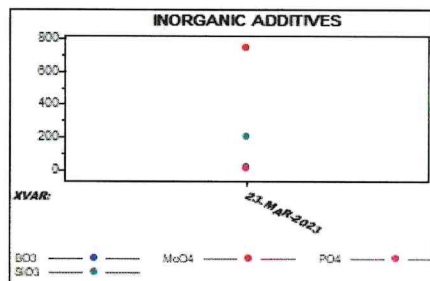
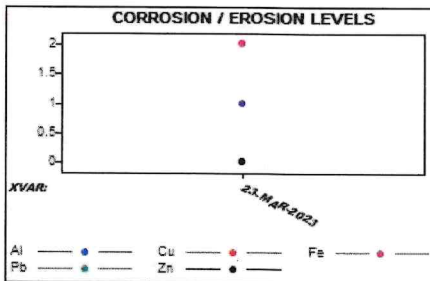
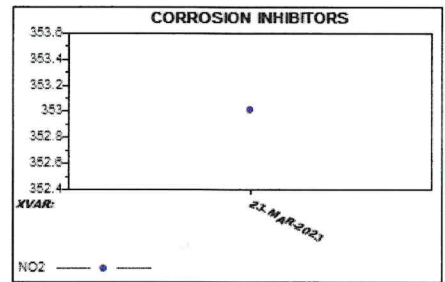
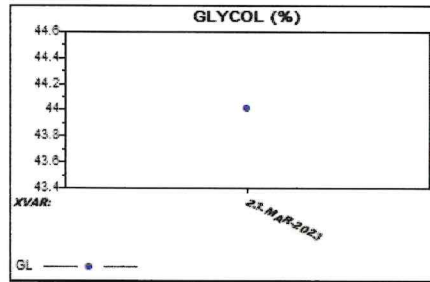
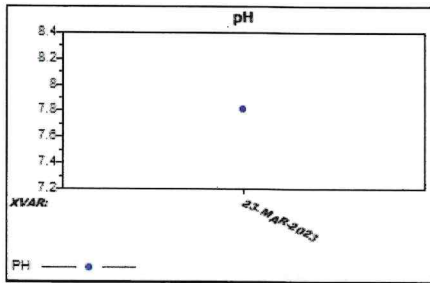
| | | |
|-------|---------------|--------|
| Color | Color | orange |
| App | Appearance | clear |
| Odor | Odor | norm |
| Oil | Oil | none |
| Foam | Foam | norm |
| PAmt | Precip Amount | none |

ANION ANALYSIS (PPM) ASTM D4327

| | | |
|-----|---------|-----|
| NO2 | Nitrite | 353 |
|-----|---------|-----|

ADDITIONAL ANALYTES (PPM)

| | | |
|------|-----------|-----|
| MoO4 | Molybdate | 741 |
| BO3 | Borate | 15 |
| SiO3 | Silicate | 200 |



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUr>

DIFFERENTIAL FRONT

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

CAT 627K

Monitor Compartment



Interp By: Jesse Hill

Interpreted On: 05-Apr-23

E070-53095-0618



SAMPLE SHIP TIME (days) : 9

Rounds Construction Co.

RECEIVED DATE: 05-Apr-23

Hours on oil? PQ and Particle Counts are higher than expected. Higher PQ can mean larger magnetic debris is present. More data and samples will be needed to form a good data trend. Inspect the magnetic drain plug, if applicable. Consider changing oil.

SAMPLE INFORMATION

| |  |  |
|-------------------|---|---|
| Sampled Date | 27-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53095-0618 | E070-52089-5866 |
| Sampled By | | KEVIN |
| Lab Date | 05-Apr-23 | 30-Mar-22 |
| Meter [Hr] | 14126 | 13117 |
| Meter on Fluid | | |
| Fluid Brand | CAT | CAT |
| Fluid Weight | 80W-90 | 80W-90 |
| Fluid Type | | |
| Fluid Changed | U | Y |
| Filter Changed | U | Y |
| Kidney Loop | U | U |
| Total Fluid Added | 0 | 0 |

PREVIOUS SAMPLE

Water was detected in this sample. The other test results appear to indicate normal levels for this type of compartment. If the oil was changed as indicated on label then no further action should be needed at this time, otherwise consider changing the oil.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

27-Mar-23 23-Mar-22

VISCOSITY (CENTISTOKES) ASTM D445

V100 Viscosity at 100 C 14.30

WATER

W Water N P

WEAR LEVELS / ADDITIVES

27-Mar-23 23-Mar-22

ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT]

| | 27-Mar-23 | 23-Mar-22 |
|---------------|-----------|-----------|
| Cu Copper | 133 | 7 |
| Fe Iron | 221 | 28 |
| Cr Chromium | 1 | 0 |
| Ni Nickel | 0 | 0 |
| Ti Titanium | 0 | 0 |
| V Vanadium | 0 | 0 |
| Pb Lead | 19 | 1 |
| Sn Tin | 9 | 1 |
| Al Aluminum | 6 | 2 |
| Si Silicon | 31 | 4 |
| Na Sodium | 5 | 4 |
| K Potassium | 4 | 3 |
| Mo Molybdenum | 1 | 6 |
| B Boron | 106 | 24 |
| Ba Barium | 1 | 0 |
| Ca Calcium | 105 | 182 |
| Mg Magnesium | 7 | 13 |
| Mn Manganese | 2 | 0 |
| P Phosphorus | 790 | 384 |
| Zn Zinc | 41 | 94 |

CLEANLINESS

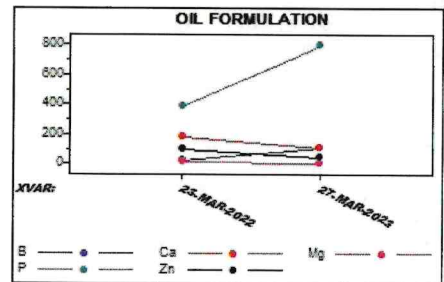
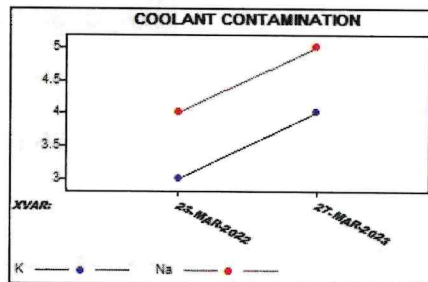
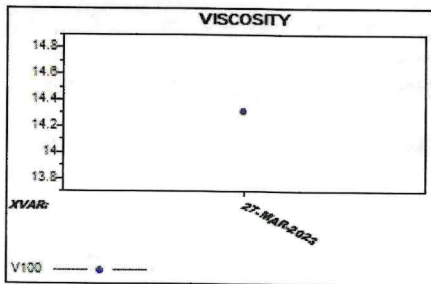
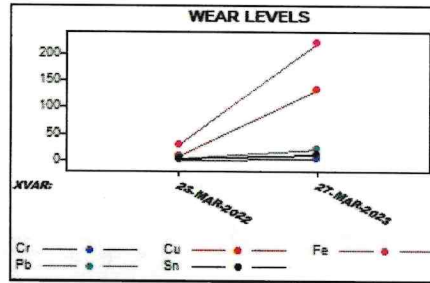
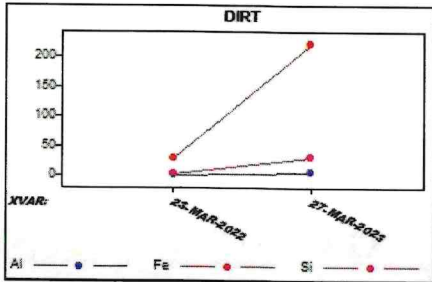
27-Mar-23 23-Mar-22

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406

| | 27-Mar-23 | 23-Mar-22 |
|---------------------|-----------|-----------|
| 4µ 4µ | 62480 | 0 |
| 6µ 6µ | 42643 | 0 |
| 10µ 10µ | 22085 | 0 |
| 14µ 14µ | 12457 | 0 |
| 18µ 18µ | | 0 |
| 21µ 21µ | 5505 | 0 |
| 38µ 38µ | 593 | 0 |
| 50µ 50µ | | 0 |
| ISO ISO Code Rating | 23/23/21 | HBL |

PQ INDEX

PQI PQ Index 644 30



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJUVrs>

ANAL DRIVE FRONT

LEFT

E070-53087-5773

SAMPLE SHIP TIME (days) : 5

Rounds Construction Co.

RECEIVED DATE: 28-Mar-23

EQUIP NUM: 813

CAT 627K

SERIAL NUMBER: WTC00103



Monitor Compartment

Interp By: Scot Sorensen

Interpreted On: 29-Mar-23

Iron, Copper, Lead, and Tin are testing higher. More data and samples will be needed to form a good data trend. Higher Silicon, with Aluminum, can indicate dirt. Inspect any magnetic plugs or screens. Check for possible dirt entry.

SAMPLE INFORMATION

| | 23-Mar-23 | 23-Mar-22 |
|-------------------|-----------------|-----------------|
| Sampled Date | 23-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53087-5773 | E070-52089-5868 |
| Sampled By | | KEVIN |
| Lab Date | 28-Mar-23 | 30-Mar-22 |
| Meter [Hr] | 14122 | 13117 |
| Meter on Fluid | | |
| Fluid Brand | CAT | CAT |
| Fluid Weight | 80W-90 | 80W-90 |
| Fluid Type | | |
| Changed | U | Y |
| Changed | U | U |
| Kidney Loop | U | U |
| Total Fluid Added | 0 | 0 |

PREVIOUS SAMPLE

Water was detected in this sample. The other test results appear to indicate normal levels for this type of compartment. If the oil was changed as indicated on label then no further action should be needed at this time, otherwise consider changing the oil.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

23-Mar-23 23-Mar-22

VISCOSITY (CENTISTOKES) ASTM D445

V100 Viscosity at 100 C 14.60

WATER

W Water N P

WEAR LEVELS / ADDITIVES

23-Mar-23 23-Mar-22

ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT]

| | 23-Mar-23 | 23-Mar-22 |
|---------------|-----------|-----------|
| Cu Copper | 132 | 8 |
| Fe Iron | 246 | 25 |
| Cr Chromium | 2 | 0 |
| Ni Nickel | 1 | 0 |
| Ti Titanium | 1 | 0 |
| V Vanadium | 0 | 0 |
| Pb Lead | 21 | 2 |
| Sn Tin | 10 | 1 |
| Al Aluminum | 14 | 2 |
| Si Silicon | 70 | 4 |
| Na Sodium | 1 | 4 |
| K Potassium | 8 | 2 |
| Mo Molybdenum | 4 | 6 |
| B Boron | 107 | 22 |
| Ba Barium | 1 | 0 |
| Ca Calcium | 194 | 204 |
| Mg Magnesium | 10 | 13 |
| Mn Manganese | 1 | 0 |
| P Phosphorus | 817 | 376 |
| Zn Zinc | 85 | 106 |

CLEANLINESS

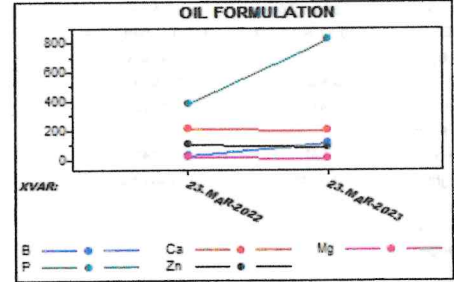
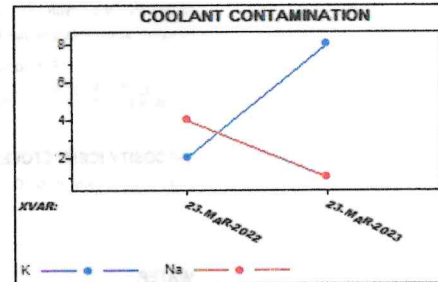
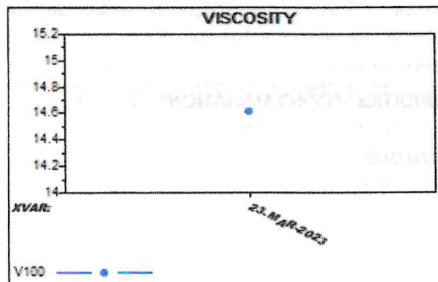
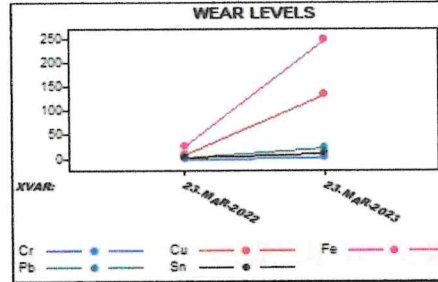
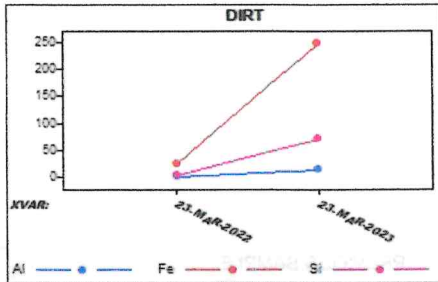
23-Mar-23 23-Mar-22

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406

| | 23-Mar-23 | 23-Mar-22 |
|---------------------|-----------|-----------|
| 4µ | 62906 | 0 |
| 6µ | 36119 | 0 |
| 10µ | 13098 | 0 |
| 14µ | 5218 | 0 |
| 18µ | | 0 |
| 21µ | 1468 | 0 |
| 38µ | 72 | 0 |
| 50µ | | 0 |
| ISO ISO Code Rating | 23/22/20 | HBL |

PQ INDEX

PQI PQ Index 105 138



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

ANAL DRIVE FRONT
RIGHT

E070-53087-5774

SAMPLE SHIP TIME (days) : 5

Round Construction Co.

RECEIVED DATE: 28-Mar-23

EQUIP NUM: 813

CAT 627K

Monitor Compartment



Iron, Copper, Lead, and Tin are testing higher. magnetic plugs or screens.

SERIAL NUMBER: WTC00103

Interp By: Scot Sorensen

Interpreted On: 29-Mar-23

More data and samples will be needed to form a good data trend. Inspect any

SAMPLE INFORMATION

| | 23-Mar-23 | 23-Mar-22 |
|-------------------|-----------------|-----------------|
| Sampled Date | 23-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53087-5774 | E070-52089-5869 |
| Sampled By | | KEVIN |
| Lab Date | 28-Mar-23 | 30-Mar-22 |
| Meter [Hr] | 14122 | 13117 |
| Meter on Fluid | | |
| Fluid Brand | CAT | CAT |
| Fluid Weight | 80W-90 | 80W-90 |
| Fluid Type | | |
| Changed | U | Y |
| Changed | U | Y |
| Kidney Loop | U | U |
| Total Fluid Added | 0 | 0 |

PREVIOUS SAMPLE

Water was detected in this sample. The other test results appear to indicate normal levels for this type of compartment. If the oil was changed as indicated on label then no further action should be needed at this time, otherwise consider changing the oil.

For additional sample history, go to:

my.cat.com

CONDITION / CONTAMINATION

23-Mar-23 23-Mar-22

VISCOSITY (CENTISTOKES) ASTM D445

V100 Viscosity at 100 C 14.50

WATER

W Water N P

WEAR LEVELS / ADDITIVES

| | | 23-Mar-23 | 23-Mar-22 |
|---|------------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | |
| Cu | Copper | 140 | 9 |
| Fe | Iron | 155 | 26 |
| Cr | Chromium | 0 | 0 |
| Ni | Nickel | 1 | 0 |
| Ti | Titanium | 0 | 0 |
| V | Vanadium | 0 | 0 |
| Pb | Lead | 21 | 0 |
| Sn | Tin | 10 | 2 |
| Al | Aluminum | 5 | 2 |
| Si | Silicon | 19 | 4 |
| Na | Sodium | 0 | 5 |
| K | Potassium | 4 | 2 |
| Mo | Molybdenum | 3 | 6 |
| B | Boron | 108 | 21 |
| Ba | Barium | 1 | 0 |
| Ca | Calcium | 100 | 232 |
| Mg | Magnesium | 7 | 15 |
| Mn | Manganese | 0 | 0 |
| P | Phosphorus | 790 | 407 |
| Zn | Zinc | 42 | 122 |

CLEANLINESS

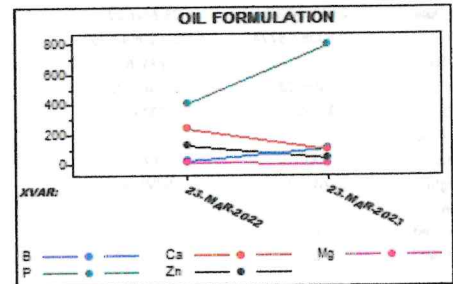
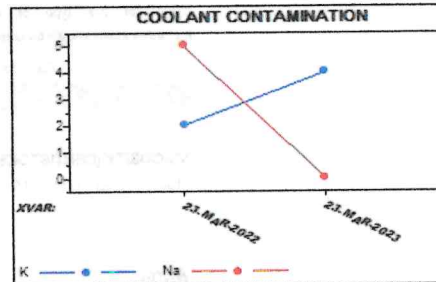
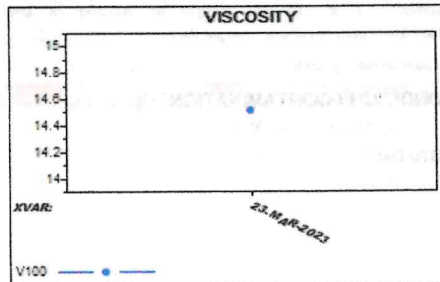
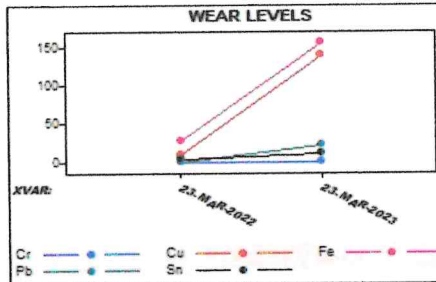
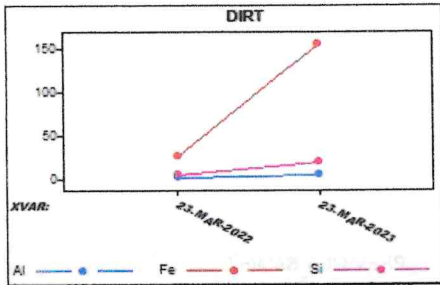
23-Mar-23 23-Mar-22

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406

| | | | |
|-----|-----------------|----------|-----|
| 4µ | 4µ | 53579 | 0 |
| 6µ | 6µ | 28820 | 0 |
| 10µ | 10µ | 10705 | 0 |
| 14µ | 14µ | 4542 | 0 |
| 18µ | 18µ | | 0 |
| 21µ | 21µ | 1394 | 0 |
| 38µ | 38µ | 110 | 0 |
| 50µ | 50µ | | 0 |
| ISO | ISO Code Rating | 23/22/19 | HBL |

PQ INDEX

PQI PQ Index 73 40



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

...DRAULIC SYSTEM

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

E070-53088-5842

SAMPLE SHIP TIME (days) : 6

Rounds Construction Co.

RECEIVED DATE: 29-Mar-23

CAT 627K

No Action Required

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Continue to monitor by sampling at a recommended interval.

Interp By: Scot Sorensen

Interpreted On: 29-Mar-23

SAMPLE INFORMATION

| | | |
|-------------------|-----------------|-----------------|
| Sampled Date | 23-Mar-23 | 23-Mar-22 |
| Sample Id | E070-53088-5842 | E070-52087-5385 |
| Lab Date | 29-Mar-23 | 28-Mar-22 |
| Meter [Hr] | 14122 | 13117 |
| Meter On Fluid | | |
| Fluid Brand | CAT | CAT |
| Fluid Weight | 10W | 10W |
| Fluid Type | | |
| Fluid Change | U | Y |
| Change | U | Y |
| y Loop | U | U |
| Total Fluid Added | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | | | |
|--|--------------------|-----------|-----------|
| | | 23-Mar-23 | 23-Mar-22 |
| VISCOSITY (CENTISTOKES) ASTM D445 | | | |
| V100 | Viscosity at 100 C | 7.300 | 8.300 |

WATER

| | | | |
|---|-------|---|---|
| W | Water | N | N |
|---|-------|---|---|

WEAR LEVELS / ADDITIVES

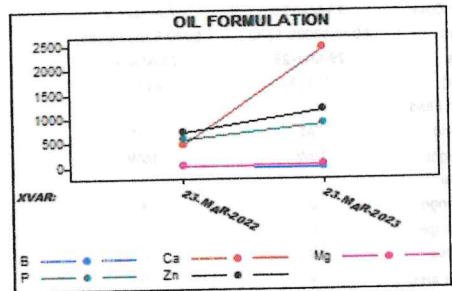
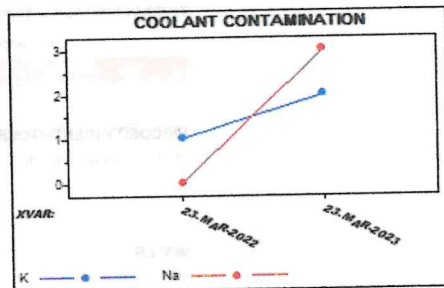
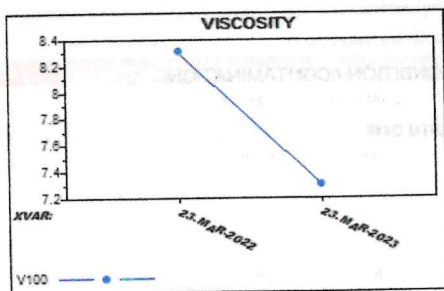
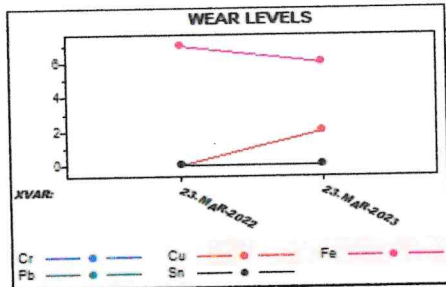
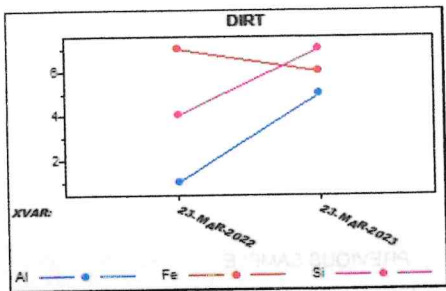
| | | 23-Mar-23 | 23-Mar-22 |
|---|------------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | |
| Cu | Copper | 2 | 0 |
| Fe | Iron | 6 | 7 |
| Cr | Chromium | 0 | 0 |
| Ni | Nickel | 0 | 0 |
| Ti | Titanium | 0 | 0 |
| V | Vanadium | 0 | 0 |
| Pb | Lead | 0 | 0 |
| Sn | Tin | 0 | 0 |
| Al | Aluminum | 5 | 1 |
| Si | Silicon | 7 | 4 |
| Na | Sodium | 3 | 0 |
| K | Potassium | 2 | 1 |
| Mo | Molybdenum | 2 | 5 |
| B | Boron | 3 | 10 |
| Ba | Barium | 1 | 0 |
| Ca | Calcium | 2432 | 458 |
| Mg | Magnesium | 37 | 33 |
| Mn | Manganese | 0 | 0 |
| P | Phosphorus | 898 | 559 |
| Zn | Zinc | 1172 | 709 |

CLEANLINESS

| | | 23-Mar-23 | 23-Mar-22 |
|--|-----------------|-----------|-----------|
| PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406 | | | |
| 4µ | 4µ | 17980 | 3515 |
| 6µ | 6µ | 1214 | 540 |
| 10µ | 10µ | 58 | 159 |
| 14µ | 14µ | 23 | 71 |
| 18µ | 18µ | | 37 |
| 21µ | 21µ | 11 | 22 |
| 38µ | 38µ | 4 | 5 |
| 50µ | 50µ | | 1 |
| ISO | ISO Code Rating | 21/17/12 | 19/16/13 |

PQ INDEX

| | | | |
|-----|----------|----|---|
| PQI | PQ Index | 10 | 7 |
|-----|----------|----|---|



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

ENGINE FRONT

EQUIP NUM: 813

SERIAL NUMBER: WTC00103

E070-53087-5683

SAMPLE SHIP TIME (days) : 5

Rounds Construction Co.

RECEIVED DATE: 28-Mar-23

CAT 627K

No Action Required

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

Interp By: Scot Sorensen
Interpreted On: 30-Mar-23

SAMPLE INFORMATION

| | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|-------------------|-----------------|-----------------|-----------------|
| Sampled Date | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
| Sample ID | E070-53087-5683 | E070-52234-5484 | E070-52089-5977 |
| Sampled By | | | KEVIN |
| Lab Date | 28-Mar-23 | 22-Aug-22 | 30-Mar-22 |
| Meter [Hr] | 14122 | 0 | 13117 |
| Meter on Fluid | | 0 | |
| Fluid Brand | CAT | CAT | CAT |
| Fluid Weight | 15W-40 | 15W-40 | 15W-40 |
| Fluid Type | | | |
| Changed | U | U | Y |
| Changed | U | U | Y |
| Kidney Loop | U | U | U |
| Total Fluid Added | 0 | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Monitor by sampling at the recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|--|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | |
| V100 Viscosity at 100 C | 13.30 | 12.90 | 11.90 |

INFRARED (UFM) ASTM E2412

| | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|---------------------|-----------|-----------|-----------|
| ST Soot | 9 | 8 | 3 |
| SUL Sulfur Products | 21 | 25 | 21 |
| OXI Oxidation | 17 | 22 | 18 |
| NIT Nitration | 9 | 12 | 5 |

WEAR LEVELS / ADDITIVES

| | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|---|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | |
| Cu Copper | 6 | 22 | 5 |
| Fe Iron | 13 | 28 | 9 |
| Cr Chromium | 1 | 1 | 0 |
| Ni Nickel | 0 | 0 | 0 |
| Ti Titanium | 0 | 0 | 0 |
| V Vanadium | 0 | 0 | 0 |
| Pb Lead | 3 | 4 | 1 |
| Sn Tin | 2 | 0 | 1 |
| Al Aluminum | 4 | 3 | 3 |
| Si Silicon | 8 | 11 | 57 |
| Na Sodium | 2 | 8 | 14 |
| K Potassium | 2 | 1 | 2 |
| Mo Molybdenum | 59 | 66 | 43 |
| B Boron | 1 | 19 | 55 |
| Ba Barium | 1 | 0 | 0 |
| Ca Calcium | 1145 | 1235 | 1519 |
| Mg Magnesium | 914 | 897 | 546 |
| Mn Manganese | 0 | 0 | 0 |
| P Phosphorus | 1100 | 1087 | 969 |
| Zn Zinc | 1269 | 1327 | 1118 |

ANTIFREEZE

| | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|--------------|-----------|-----------|-----------|
| A Antifreeze | N | N | N |

FUEL

| | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|--------|-----------|-----------|-----------|
| F Fuel | N | N | N |

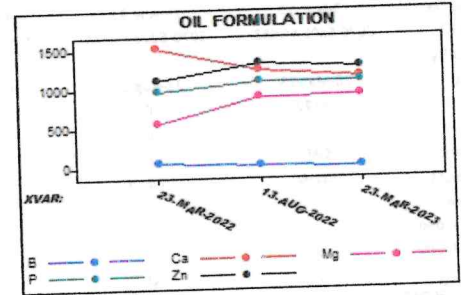
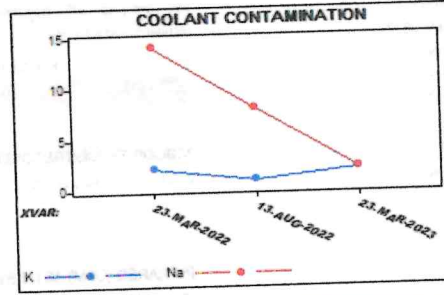
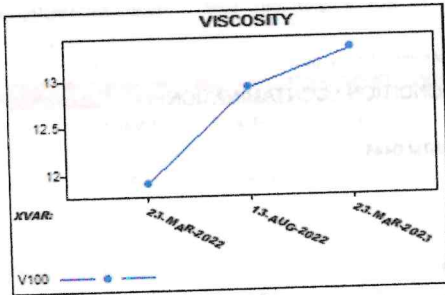
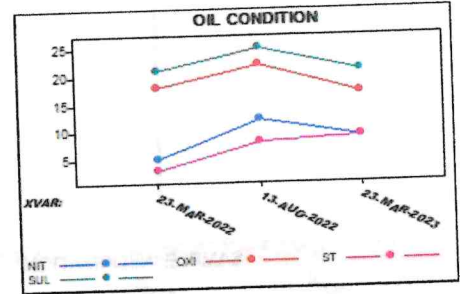
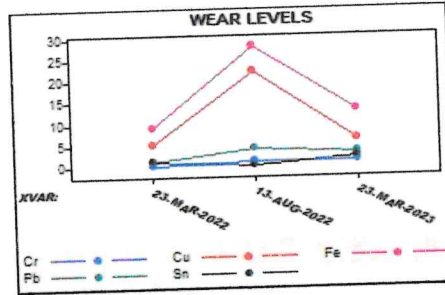
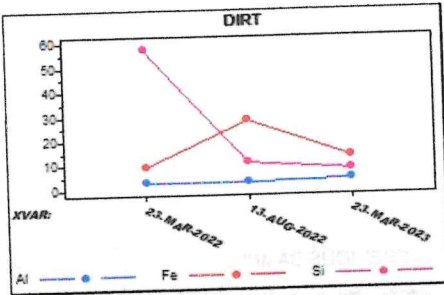
WATER

| | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|---------|-----------|-----------|-----------|
| W Water | N | N | N |

CLEANLINESS

| | 23-Mar-23 | 13-Aug-22 | 23-Mar-22 |
|-----------------|-----------|-----------|-----------|
| PQ INDEX | | | |
| PQI PQ Index | 11 | 0 | 8 |

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or component thereof.




Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

ENGINE REAR

E070-53087-5682
 SAMPLE SHIP TIME (days) : 5
Rounds Construction Co.
 RECEIVED DATE: 28-Mar-23

EQUIP NUM: 813
CAT 627K
 **No Action Required**

SERIAL NUMBER: WTC00103

Interp By: Scot Sorensen
Interpreted On: 30-Mar-23

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

SAMPLE INFORMATION

| | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|-------------------|-----------------|-----------------|-----------------|
| Sampled Date | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
| Sample ID | E070-53087-5682 | E070-52234-5486 | E070-52089-5885 |
| Sampled By | | | KEVIN |
| Lab Date | 28-Mar-23 | 22-Aug-22 | |
| Meter [Hr] | 14122 | 0 | 30-Mar-22 |
| Meter on Fluid | | 0 | 13117 |
| Fluid Brand | CAT | CAT | |
| Fluid Weight | 15W-40 | 15W-40 | CAT |
| Fluid Type | | | 15W-40 |
| Oil Changed | U | U | Y |
| Filter Changed | U | U | Y |
| Kidney Loop | U | U | U |
| Total Fluid Added | 0 | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Monitor by sampling at the recommended interval.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|--|--------------------|-----------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | | | |
| V100 | Viscosity at 100 C | 13.90 | 14.30 | 14.30 |

INFRARED (UFM) ASTM E2412

| | | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|-----|-----------------|-----------|-----------|-----------|
| ST | Soot | 13 | 11 | 5 |
| SUL | Sulfur Products | 21 | 26 | 20 |
| OXI | Oxidation | 18 | 26 | 16 |
| NIT | Nitration | 9 | 13 | 7 |

ANTIFREEZE

| | | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|---|------------|-----------|-----------|-----------|
| A | Antifreeze | N | N | N |

FUEL

| | | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|---|------|-----------|-----------|-----------|
| F | Fuel | N | N | N |

WATER

| | | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|---|-------|-----------|-----------|-----------|
| W | Water | N | N | N |

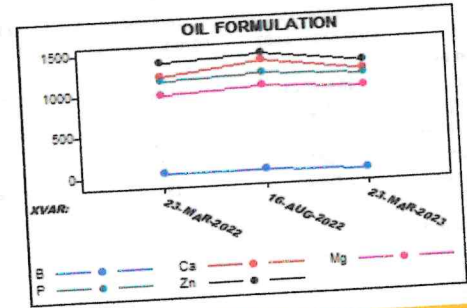
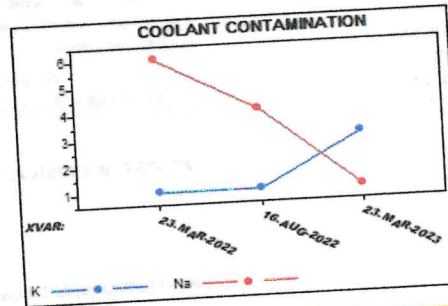
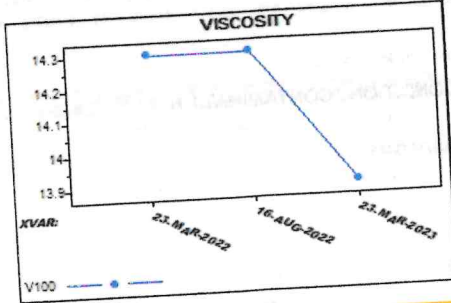
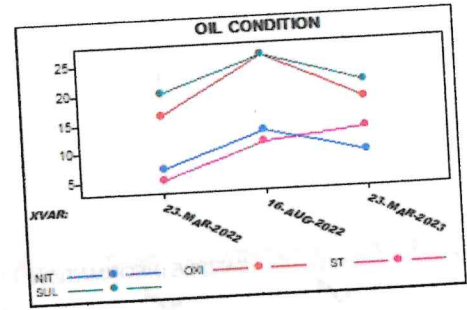
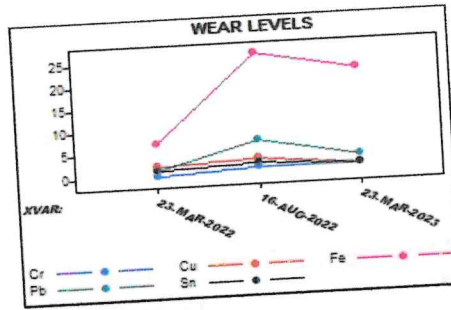
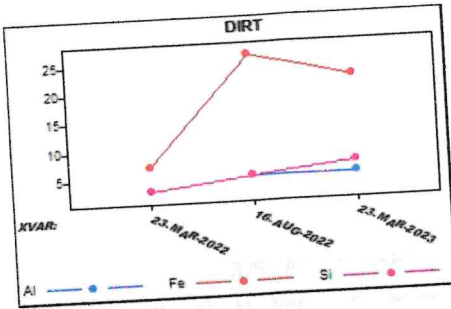
CLEANLINESS

| | | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|-----------------|----------|-----------|-----------|-----------|
| PQ INDEX | | | | |
| PQI | PQ Index | 14 | 1 | 5 |

WEAR LEVELS / ADDITIVES

| | | 23-Mar-23 | 16-Aug-22 | 23-Mar-22 |
|---|------------|-----------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | | |
| Cu | Copper | 1 | 3 | 2 |
| Fe | Iron | 22 | 26 | 7 |
| Cr | Chromium | 1 | 1 | 0 |
| Ni | Nickel | 1 | 0 | 0 |
| Ti | Titanium | 0 | 0 | 0 |
| V | Vanadium | 0 | 0 | 0 |
| Pb | Lead | 3 | 7 | 1 |
| Sn | Tin | 1 | 2 | 1 |
| Al | Aluminum | 5 | 5 | 3 |
| Si | Silicon | 7 | 5 | 3 |
| Na | Sodium | 1 | 4 | 6 |
| K | Potassium | 3 | 1 | 1 |
| Mo | Molybdenum | 66 | 85 | 68 |
| B | Boron | 3 | 35 | 30 |
| Ba | Barium | 1 | 0 | 0 |
| Ca | Calcium | 1209 | 1357 | 1204 |
| Mg | Magnesium | 1002 | 1053 | 989 |
| Mn | Manganese | 0 | 0 | 0 |
| P | Phosphorus | 1157 | 1198 | 1159 |
| Zn | Zinc | 1309 | 1436 | 1377 |

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or component thereof.



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

Butler



BUTLER MACHINERY COMPANY - Fluids Analysis Lab 3630 Miriam Avenue Bismarck, ND
58501 US

PHONE: (701) 250-1626

Web: www.butlermachinery.com Email: ScotSorensen@butlermachinery.com

SERIAL NUMBER: WTC00103

FRONT DRIVE REAR LEFT

E070-53087-5775

SAMPLE SHIP TIME (days) : 5

Rounds Construction Co.

RECEIVED DATE: 28-Mar-23

EQUIP NUM: 813

CAT 627K

No Action Required

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend.

Interp By: Scot Sorensen
Interpreted On: 29-Mar-23

SAMPLE INFORMATION

| | 23-Mar-23 | 23-Mar-22 |
|-------------------|-----------------|-----------------|
| Sampled Date | 23-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53087-5775 | E070-52089-5870 |
| Sampled By | | KEVIN |
| Lab Date | 28-Mar-23 | 30-Mar-22 |
| Meter [Hr] | 14122 | 13117 |
| Meter on Fluid | | |
| Fluid Brand | CAT | CAT |
| Fluid Weight | 80W-90 | 80W-90 |
| Fluid Type | | |
| Oil Changed | U | Y |
| Filter Changed | U | U |
| Kidney Loop | U | U |
| Total Fluid Added | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this type of compartment. More data and samples will be needed to form a good data trend. If the oil was changed as indicated on label then no further action is needed at this time.

For additional sample history, go to: my.cat.com

CONDITION / CONTAMINATION

| | 23-Mar-23 | 23-Mar-22 |
|-----------------------------------|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | |
| V100 Viscosity at 100 C | 14.50 | 16.30 |

WATER

| W | Water | N | N |
|---|-------|---|---|
| | | | |

WEAR LEVELS / ADDITIVES

| | | 23-Mar-23 | 23-Mar-22 |
|--|------------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | |
| Cu | Copper | 7 | 7 |
| Fe | Iron | 161 | 174 |
| Cr | Chromium | 1 | 1 |
| Ni | Nickel | 2 | 4 |
| Ti | Titanium | 0 | 1 |
| V | Vanadium | 0 | 0 |
| Pb | Lead | 2 | 0 |
| Sn | Tin | 2 | 1 |
| Al | Aluminum | 6 | 10 |
| Si | Silicon | 24 | 42 |
| Na | Sodium | 1 | 7 |
| K | Potassium | 3 | 3 |
| Mo | Molybdenum | 2 | 1 |
| B | Boron | 147 | 145 |
| Ba | Barium | 1 | 0 |
| Ca | Calcium | 294 | 634 |
| Mg | Magnesium | 5 | 7 |
| Mn | Manganese | 1 | 1 |
| P | Phosphorus | 924 | 1118 |
| Zn | Zinc | 140 | 318 |

CLEANLINESS

| | | 23-Mar-23 | 23-Mar-22 |
|---|-----------------|-----------|-----------|
| PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406 | | | |
| 4µ | 4µ | 49365 | 51350 |
| 6µ | 6µ | 23133 | 31288 |
| 10µ | 10µ | 6829 | 5277 |
| 14µ | 14µ | 2539 | 705 |
| 18µ | 18µ | | 184 |
| 21µ | 21µ | 787 | 96 |
| 38µ | 38µ | 135 | 33 |
| 50µ | 50µ | | 15 |
| ISO | ISO Code Rating | 23/22/19 | 23/22/17 |

PQ INDEX

| PQI | PQ Index | 100 | 35 |
|-----|----------|-----|----|
| | | | |

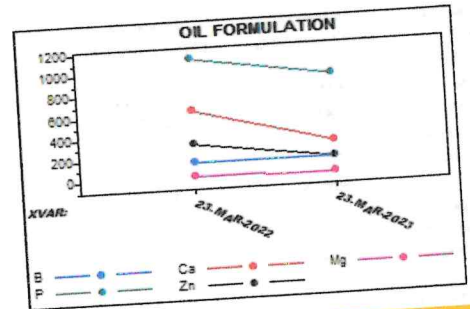
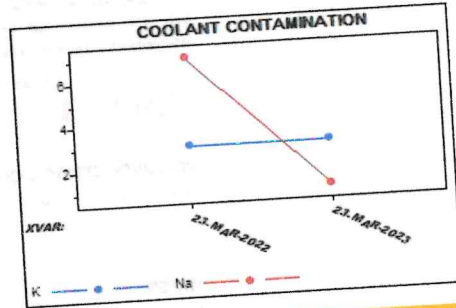
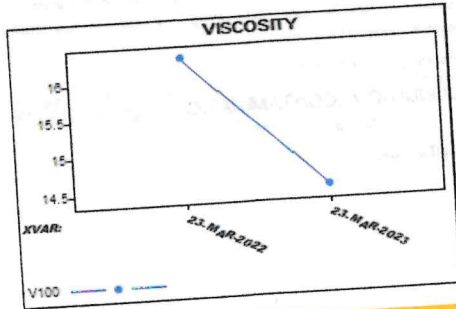
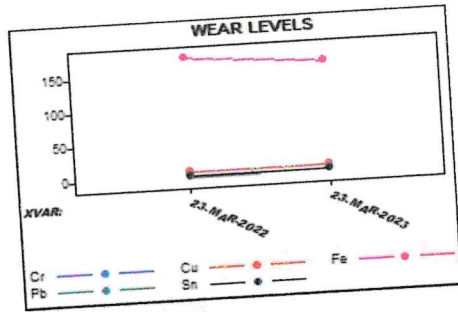
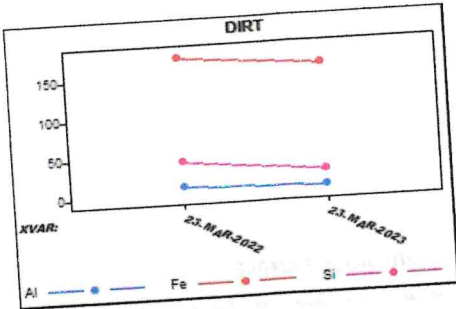
Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or component thereof.

DRIVE REAR LEFT
 AL NUMBER: WTC00103
 IP NUM: 813
 627K

E070-53087-5775



No Action Required



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

MAIN DRIVE REAR
RIGHT

E070-53087-5776

SAMPLE SHIP TIME (days) : 5

Rounds Construction Co.

RECEIVED DATE: 28-Mar-23

EQUIP NUM: 813

CAT 627K

No Action Required

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend.

Interp By: Scot Sorensen
Interpreted On: 29-Mar-23

SAMPLE INFORMATION

| | 23-Mar-23 | 23-Mar-22 |
|-------------------|-----------------|-----------------|
| Sampled Date | 23-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53087-5776 | E070-52089-5871 |
| Sampled By | | KEVIN |
| Lab Date | 28-Mar-23 | 30-Mar-22 |
| Meter [Hr] | 14122 | 13117 |
| Meter on Fluid | | |
| Fluid Brand | CAT | CAT |
| Fluid Weight | 80W-90 | 80W-90 |
| Fluid Type | | |
| Changed | U | Y |
| Kidney Loop | U | U |
| Total Fluid Added | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this type of compartment. More data and samples will be needed to form a good data trend. If the oil was changed as indicated on label then no further action is needed at this time.

For additional sample history, go to:

my.cat.com

CONDITION / CONTAMINATION

| | 23-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | |
| V100 Viscosity at 100 C | 14.10 | 16.80 |

WATER

| W | Water | N | N |
|---|-------|---|---|
| | | | |

WEAR LEVELS / ADDITIVES

| | | 23-Mar-23 | 23-Mar-22 |
|---|------------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | |
| Cu | Copper | 4 | 6 |
| Fe | Iron | 151 | 169 |
| Cr | Chromium | 1 | 1 |
| Ni | Nickel | 2 | 3 |
| Ti | Titanium | 1 | 1 |
| V | Vanadium | 0 | 0 |
| Pb | Lead | 2 | 0 |
| Sn | Tin | 1 | 1 |
| Al | Aluminum | 6 | 10 |
| Si | Silicon | 23 | 43 |
| Na | Sodium | 1 | 6 |
| K | Potassium | 3 | 3 |
| Mo | Molybdenum | 1 | 1 |
| B | Boron | 143 | 149 |
| Ba | Barium | 1 | 0 |
| Ca | Calcium | 292 | 559 |
| Mg | Magnesium | 5 | 6 |
| Mn | Manganese | 1 | 1 |
| P | Phosphorus | 920 | 1102 |
| Zn | Zinc | 139 | 281 |

CLEANLINESS

| | | 23-Mar-23 | 23-Mar-22 |
|--|-----------------|-----------|-----------|
| PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406 | | | |
| 4µ | 4µ | 55111 | 51235 |
| 6µ | 6µ | 27722 | 30850 |
| 10µ | 10µ | 8513 | 4829 |
| 14µ | 14µ | 3277 | 611 |
| 18µ | 18µ | | 168 |
| 21µ | 21µ | 1085 | 98 |
| 38µ | 38µ | 195 | 43 |
| 50µ | 50µ | | 20 |
| ISO | ISO Code Rating | 23/22/19 | 23/22/16 |

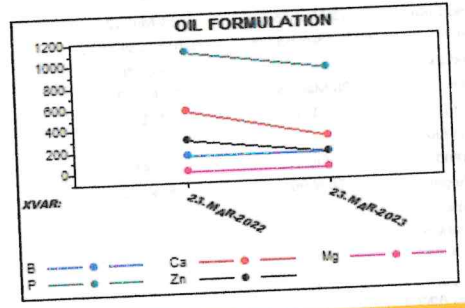
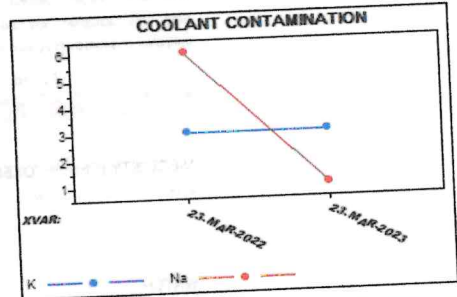
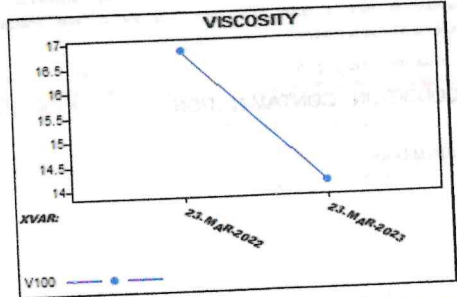
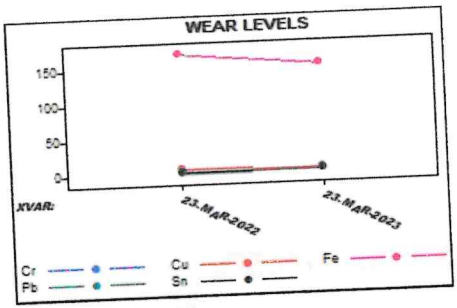
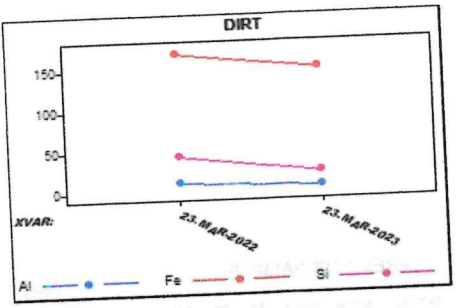
PQ INDEX

| PQI | PQ Index | 95 | 84 |
|-----|----------|----|----|
| | | | |

AL DRIVE REAR RIGHT
 SERIAL NUMBER: WTC00103
 EQUIP NUM: 813
 AT 627K

E070-53087-5776

 No Action Required



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

TRANSMISSION POWER

SHIFT FRONT

E070-53088-5854

SAMPLE SHIP TIME (days) : 6

Rounds Construction Co.

RECEIVED DATE: 29-Mar-23

EQUIP NUM: 813

CAT 627K



No Action Required

The test results appear to indicate more normal levels for this compartment. More data and samples will be needed to form a good data trend. Continue to monitor by sampling at a recommended interval.

Interp By: Scot Sorensen
Interpreted On: 29-Mar-23

SAMPLE INFORMATION

| | 23-Mar-23 | 23-Mar-22 |
|-------------------|-----------------|-----------------|
| Sampled Date | 23-Mar-23 | 23-Mar-22 |
| Sample Id | E070-53088-5854 | E070-52087-5424 |
| Lab Date | 29-Mar-23 | 28-Mar-22 |
| Meter [Hr] | 14122 | 13117 |
| Meter On Fluid | | |
| Fluid Brand | CAT | CAT |
| Fluid Weight | 30 | 30 |
| Fluid Type | | |
| Fluid Change | U | Y |
| Change | U | Y |
| by Loop | U | U |
| Total Fluid Added | 0 | 0 |

PREVIOUS SAMPLE

The Particle Counts and Iron are higher than expected for this compartment. High Copper levels could be due to a normal chemical reaction between this oil & the copper parts. Consider inspecting the filters.

For additional sample history, go to:

my.cat.com

CONDITION / CONTAMINATION

| | 23-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | |
| V100 Viscosity at 100 C | 10.70 | 10.00 |

ANTIFREEZE

| A | Antifreeze | 23-Mar-23 | 23-Mar-22 |
|---|------------|-----------|-----------|
| | | N | N |

WEAR LEVELS / ADDITIVES

| | | 23-Mar-23 | 23-Mar-22 |
|---|------------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D8130 [COOLANT] | | | |
| Cu | Copper | 123 | 660 |
| Fe | Iron | 23 | 17 |
| Cr | Chromium | 0 | 0 |
| Ni | Nickel | 0 | 1 |
| Ti | Titanium | 0 | 0 |
| V | Vanadium | 0 | 0 |
| Pb | Lead | 4 | 9 |
| Sn | Tin | 0 | 1 |
| Al | Aluminum | 5 | 2 |
| Si | Silicon | 7 | 12 |
| Na | Sodium | 2 | 10 |
| K | Potassium | 1 | 2 |
| Mo | Molybdenum | 0 | 5 |
| B | Boron | 6 | 7 |
| Ba | Barium | 1 | 0 |
| Ca | Calcium | 2943 | 2339 |
| Mg | Magnesium | 26 | 30 |
| Mn | Manganese | 0 | 0 |
| P | Phosphorus | 971 | 916 |
| Zn | Zinc | 1255 | 1084 |

WATER

| W | Water | 23-Mar-23 | 23-Mar-22 |
|---|-------|-----------|-----------|
| | | N | N |

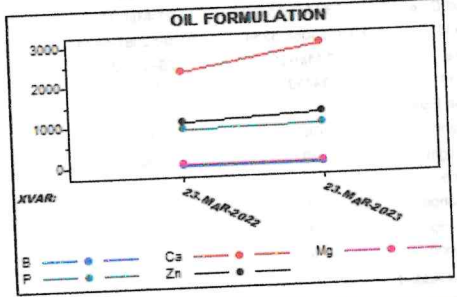
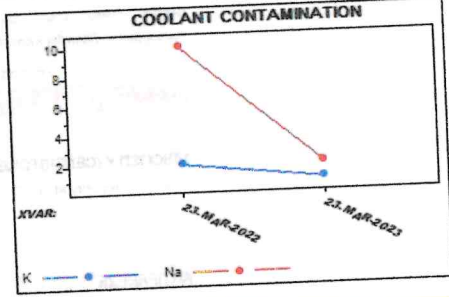
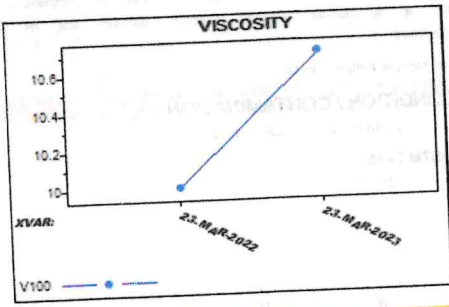
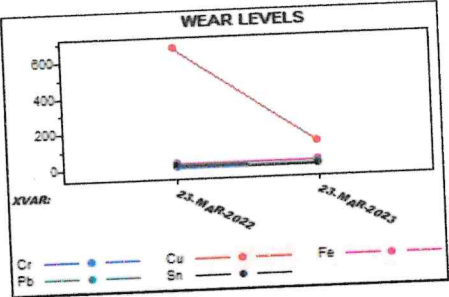
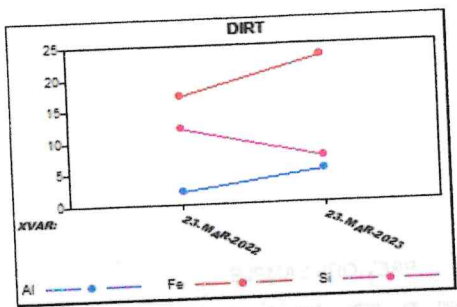
CLEANLINESS

| | | 23-Mar-23 | 23-Mar-22 |
|--|-----------------|-----------|-----------|
| PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406 | | | |
| 4µ | 4µ | 35092 | 58227 |
| 6µ | 6µ | 2367 | 24062 |
| 10µ | 10µ | 93 | 2877 |
| 14µ | 14µ | 42 | 1091 |
| 18µ | 18µ | | 502 |
| 21µ | 21µ | 22 | 274 |
| 38µ | 38µ | 7 | 41 |
| 50µ | 50µ | | 7 |
| ISO | ISO Code Rating | 22/18/13 | 23/22/17 |

PQ INDEX

| PQI | PQ Index | 23-Mar-23 | 23-Mar-22 |
|-----|----------|-----------|-----------|
| | | 12 | 12 |

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or component thereof.



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

TRANSMISSION POWER

SHIFT REAR

E070-53088-5857

SAMPLE SHIP TIME (days) : 6

Rounds Construction Co.

RECEIVED DATE: 29-Mar-23

EQUIP NUM: 813

CAT 627K

 **No Action Required**

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Continue to monitor by sampling at a recommended interval.

SERIAL NUMBER: WTC00103

Interp By: Scot Sorensen

Interpreted On: 29-Mar-23

SAMPLE INFORMATION

| | 23-Mar-23 | 23-Mar-22 |
|-------------------|-----------------|-----------------|
| Sampled Date | 23-Mar-23 | 23-Mar-22 |
| Sample ID | E070-53088-5857 | E070-52087-5429 |
| Sampled By | | Kevin |
| Lab Date | 29-Mar-23 | 28-Mar-22 |
| Meter [Hr] | 14122 | 13117 |
| Meter on Fluid | | |
| Fluid Brand | CAT | CAT |
| Fluid Weight | 30 | 30 |
| Fluid Type | | |
| Changed | U | Y |
| Changed | U | Y |
| Kidney Loop | U | U |
| Total Fluid Added | 0 | 0 |

PREVIOUS SAMPLE

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. If the oil and filter were changed as indicated on label then no further action is needed at this time.

For additional sample history, go to:

my.cat.com

CONDITION / CONTAMINATION

| | 23-Mar-23 | 23-Mar-22 |
|--|-----------|-----------|
| VISCOSITY (CENTISTOKES) ASTM D445 | | |
| V100 Viscosity at 100 C | 11.00 | 11.00 |

ANTIFREEZE

| | 23-Mar-23 | 23-Mar-22 |
|--------------|-----------|-----------|
| A Antifreeze | N | N |

WEAR LEVELS / ADDITIVES

| | | 23-Mar-23 | 23-Mar-22 |
|---|------------|-----------|-----------|
| ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT] | | | |
| Cu | Copper | 2 | 2 |
| Fe | Iron | 6 | 9 |
| Cr | Chromium | 0 | 0 |
| Ni | Nickel | 0 | 0 |
| Ti | Titanium | 0 | 0 |
| V | Vanadium | 0 | 0 |
| Pb | Lead | 0 | 0 |
| Sn | Tin | 0 | 0 |
| Al | Aluminum | 5 | 3 |
| Si | Silicon | 6 | 6 |
| Na | Sodium | 2 | 2 |
| K | Potassium | 1 | 2 |
| Mo | Molybdenum | 0 | 1 |
| B | Boron | 5 | 5 |
| Ba | Barium | 1 | 0 |
| Ca | Calcium | 3028 | 3320 |
| Mg | Magnesium | 24 | 19 |
| Mn | Manganese | 0 | 0 |
| P | Phosphorus | 1014 | 1114 |
| Zn | Zinc | 1302 | 1384 |

WATER

| | 23-Mar-23 | 23-Mar-22 |
|---------|-----------|-----------|
| W Water | N | N |

CLEANLINESS

| | | 23-Mar-23 | 23-Mar-22 |
|--|-----------------|-----------|-----------|
| PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406 | | | |
| 4μ | 4μ | 10056 | 15980 |
| 6μ | 6μ | 559 | 330 |
| 10μ | 10μ | 131 | 104 |
| 14μ | 14μ | 63 | 51 |
| 18μ | 18μ | | 25 |
| 21μ | 21μ | 27 | 16 |
| 38μ | 38μ | 2 | 4 |
| 50μ | 50μ | | 1 |
| ISO | ISO Code Rating | 21/16/13 | 21/16/13 |

PQ INDEX

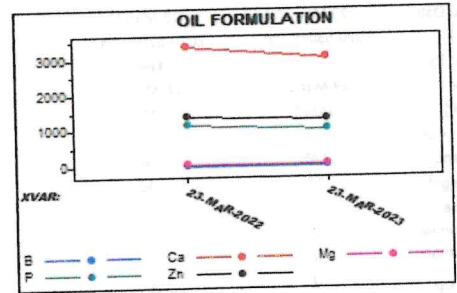
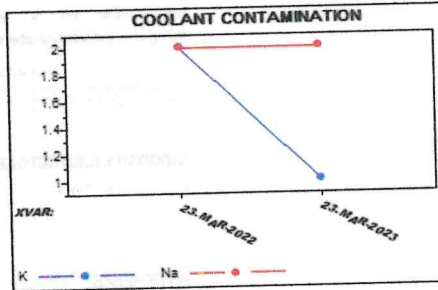
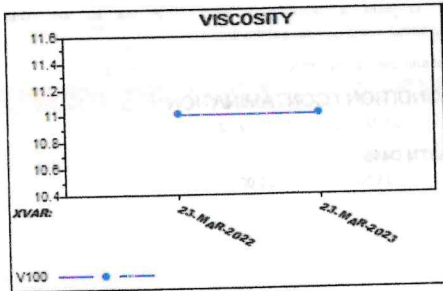
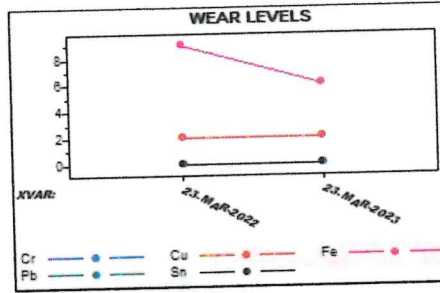
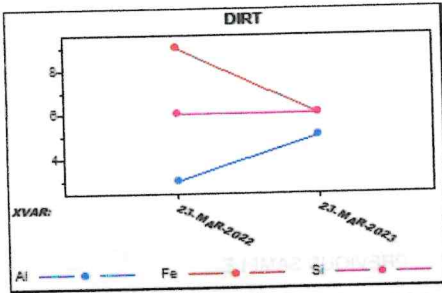
| | 23-Mar-23 | 23-Mar-22 |
|--------------|-----------|-----------|
| PQI PQ Index | 11 | 8 |

TRANSMISSION POWER SHIFT REAR
 SERIAL NUMBER: WTC00103
 EQUIP NUM: 813
 CAT 627K

E070-53088-5857



No Action Required



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJVUrs>

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| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 03-01-23 | 0495561 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 14124.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

VERIFY

PERFORM PRODUCT UPDATE ON DRIVE TRAIN ELEC CONTROL
COMPLAINT: PRIORITY SERVICE LETTER PI33483
CORRECTION: FLASHED MONITOR, FRONT AND REAR
TRANSMISSION, AND IMPLEMENT ECM. WARMED
TRANSMISSION TO OPERATING TEMPERATURE PERFORMED
CLUTCH ENGAGEMENT PRESSURE CALIBRATION AND
TRANSMISSION FILL CALIBRATION.

| | | |
|------------------|---------|-----------|
| | F/R LBR | 450.00 * |
| LESS 100%-LABOR | | 450.00 -* |
| SEGMENT 01 TOTAL | | .00 T |

TRAVEL TO/FROM MACHINE
1.00

| | | |
|------------------|---------|-----------|
| SERVICE CALL Z6 | | 510.00 |
| TOTAL MISC CHGS | SEG. 9A | 510.00 * |
| LESS 100%-MISC | | 510.00 -* |
| SEGMENT 9A TOTAL | | .00 T |

| | |
|---|--------|
| SXF HEAVY SERVICE WARR COVERED REPAIRS | 960.00 |
|---|--------|



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Equipment Maintenance Log

Employee: Riley Date: 10-17-22

Equipment: 813

Meter Hours: 13961 Miles: _____

Parts Replaced: ~~330~~ 337-5270 - Front trans filter
343-4464 - rear trans filter
295-6257 - hyd filter
138-1537 - hyd filter in tank x2

Maintenance: service tranny oil front and rear
replace hyd filters



ROUNDS CONSTRUCTION
COMPANY

Equipment Maintenance Log

Employee: Riley Date: ~~8~~9-13-22

Equipment: BU 9613

Meter Hours: 13961 Miles: _____

Parts Replaced: oil filter - 1R-1808 x2
Fuel filter - 1R-0749 x4
water separator - 326-1643 x2
air filter - 290-1935
air filter - 577-1435

Maintenance: engine service front and rear



ROUNDS CONSTRUCTION
COMPANY

Equipment Maintenance Log

Employee: Riley Date: 9-7-22

Equipment: 813

Meter Hours: 139 Miles: _____

Parts Replaced: oil pressure sensor - 274-6719

oil pressure sensor harness - 298-7202

Maintenance:



BUTLER MACHINERY COMPANY - Fluids Analysis Lab, 3630 Miriam Avenue, Bismarck, ND, 58501, US
 PHONE: (701) 250-1626

Email: ScotSorensen@butlermachinery.com Web: www.butlermachinery.com

CONTACT INFORMATION

Rounds Construction Co.
 1124 34th Ave
 Brookings, SD
 57006-6534
 PHONE: (605) 693-4000
 FAX: 605-693-5811
 Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
 SERIAL NUMBER: WTC00103
 MODEL : 627K
 MANUFACTURER : CAT
 COMPANY NAME : Rounds Construction Co.
 JOB SITE :
 AREA:
 REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : ENGINE FRONT
 COMP SERIAL NUM:
 COMPARTMENT MODEL :
 LABEL#:
 SHOP JOB NUM :
 SAMPLE TYPE: OIL
 SAMPLE SHIP TIME (days) : 9
 SAMPLE LOCATION :

Interp By: Scot Sorensen

**No Action
 Required**

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Monitor by sampling at the recommended interval.

LAB #
 E070-52234-5484
 PROCESS DATE 22-Aug-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|------|-----|----|------|------|
| 13-Aug-22 | E070-52234-5484 | 0 | 0 | U | U | 22 | 28 | 1 | 0 | 0 | 0 | 4 | 0 | 3 | 11 | 8 | 1 | 66 | 19 | 0 | 1235 | 897 | 0 | 1087 | 1327 |
| 23-Mar-22 | E070-52089-5977 | 13117 | | Y | Y | 5 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 57 | 14 | 2 | 43 | 55 | 0 | 1519 | 546 | 0 | 969 | 1118 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | ST | SUL | OXI | NIT | A | F | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|----|-----|-----|-----|---|---|---|
| 13-Aug-22 | E070-52234-5484 | 0 | 0 | CAT | | 15W-40 | U | U | 12.90 | 8 | 25 | 22 | 12 | N | N | N |
| 23-Mar-22 | E070-52089-5977 | 13117 | | CAT | | 15W-40 | Y | Y | 11.90 | 3 | 21 | 18 | 5 | N | N | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | PQI |
|-------------|-----------------|--------------|---------------|-----|
| 13-Aug-22 | E070-52234-5484 | U | U | 0 |
| 23-Mar-22 | E070-52089-5977 | Y | Y | 8 |

A = Antifreeze, Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, F = Fuel, Fe = Iron, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, NIT = Nitration, Na = Sodium, Ni = Nickel, OXI = Oxidation, P = Phosphorus, PQI = Particle Quantifying index, ST = Soot, SUL = Sulfation, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or a component thereof.

Butler

CAT

BUTLER MACHINERY COMPANY - Fluids Analysis Lab, 3630 Miriam Avenue, Bismarck, ND, 58501, US

PHONE: (701) 250-1626

Email: ScotSorensen@butlermachinery.com Web: www.butlermachinery.com

CONTACT INFORMATION

Rounds Construction Co.
1124 34th Ave
Brookings, SD
57006-6534
PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

Interp By: Scot Sorensen

**No Action
Required**

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Monitor by sampling at the recommended interval.

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : ENGINE REAR
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 6
SAMPLE LOCATION :

LAB #
E070-52234-5486
PROCESS DATE 22-Aug-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|------|------|----|------|------|
| 16-Aug-22 | E070-52234-5486 | 0 | 0 | U | U | 3 | 26 | 1 | 0 | 0 | 0 | 7 | 2 | 5 | 5 | 4 | 1 | 85 | 35 | 0 | 1357 | 1053 | 0 | 1198 | 1436 |
| 23-Mar-22 | E070-52089-5885 | 13117 | | Y | Y | 2 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 6 | 1 | 68 | 30 | 0 | 1204 | 989 | 0 | 1159 | 1377 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | ST | SUL | OXI | NIT | A | F | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|----|-----|-----|-----|---|---|---|
| 16-Aug-22 | E070-52234-5486 | 0 | 0 | CAT | | 15W-40 | U | U | 14.30 | 11 | 26 | 26 | 13 | N | N | N |
| 23-Mar-22 | E070-52089-5885 | 13117 | | CAT | | 15W-40 | Y | Y | 14.30 | 5 | 20 | 16 | 7 | N | N | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | PQI |
|-------------|-----------------|--------------|---------------|-----|
| 16-Aug-22 | E070-52234-5486 | U | U | 1 |
| 23-Mar-22 | E070-52089-5885 | Y | Y | 5 |

A = Antifreeze, Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, F = Fuel, Fe = Iron, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, NIT = Nitration, Na = Sodium, Ni = Nickel, OXI = Oxidation, P = Phosphorus, PQI = Particle Quantifying Index, ST = Soot, SUL = Sulfation, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

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ROUNDS CONSTRUCTION
COMPANY

Equipment Maintenance Log

Employee: Riley Date: 8-11-22

Equipment: 813

Meter Hours: 13738 Miles: _____

Parts Replaced: oil filter - 1R-1808 x2
fuel filter - 1R-0749 x4
Water Separator - 326-1693 x2
air filters - 577-1435, 290-1935

Maintenance: service front and rear engine
Grease machine



Equipment Maintenance Log

Employee: Kevin Date: June 2022

Equipment: 627K #813

Meter Hours: 13528 Miles: _____

Parts Replaced: Alternator, Butler

5197379 belt

3570493 rear water pump belt, rear

3361207 alt-wat pump tensioner, rear

3524681 rear fan belt tensioner

3485434 rear fan belt idler

Maintenance: Machine stopped and wouldn't move, troubleshot and found alternator was not putting out, pulled alternator off and got new one from butler, installed the following Monday, installed new belt at later date because I orderd the wrong one

Rear engine had overheated, found that the alternator/water pump tensioner had failed and belt came off. Installed new tensioner, idler, and belt

Noticed the rear fan belt tensioner was on its way out. Ordered and replaced, also put new idler on because of groove, and new belt, had to remove fan guards to replace all this, installed all again

Comments: _____

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| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | KEVIN WYNIA | 05-27-22 | 04WO0313212 | 1 of 2 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 05-23-22 | 0489098 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13327.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

SPENCER QUARRIES, RURAL SPENCER SD
TROUBLESHOOT EGR SYSTEM
COMPLAINT: ACTIVE FAULT E1096(1) HIGH EGR MASS FLOW RATE.
CAUSE: FAILED EGR VALVE.
CORRECTION: LOOKED UP CODES AND FOUND E1096 (1) FAULT ACTIVE. LOOKED OVER MACHINE AND FOUND THERE WAS NO ENGINE OIL ON THE DIPSTICK. CONTACTED THE CUSTOMER AND PUT OIL IN THE ENGINE. WARMED THE ENGINE UP AND RAN THE EGR SYSTEM TEST. TEST FAILED WITH ERROR 1158: DELIVERED FUEL VOLUME NOT RESPONDING. AFTER RUNNING TEST FOUND FLUID COMING OUT FROM UNDER MACHINE. LOOKED INTO ON SEPARATE SEGMENT. GAINED ACCESS TO EGR VALVE TO REMOVE AND INSPECT AND FOUND THE BOTTOM RETAINER THAT HOLDS THE VALVE IN PLACE IS MISSING AND THE VALVE IS STUCK. LOOKED UP PARTS AND AVAILABILITY. GOT WITH THE CUSTOMER AND THEY ARE GOING TO DELETE THE MACHINE. PUT PANELS BACK ON THE MACHINE.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 01 | 490.00 * |
| SEGMENT 01 TOTAL | | 490.00 T |

TROUBLESHOOT DIESEL EXHAUST FLUID

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| 04 | C78767 | KEVIN WYNIA | 05-27-22 | 04WO0313212 | 2 of 2 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 05-23-22 | 0489098 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13327.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

FOR LEAKS

COMPLAINT: FLUID LEAKING ON THE RIGHT SIDE OF THE MACHINE BY THE FRONT ENGINE.

CAUSE: DEF LINE MELTED.

CORRECTION: REMOVED LADDER AND PANEL AND FOUND THE DEF LINE GOING TO THE INJECTOR HAD MELTED OFF THE INJECTOR. LOOKED UP LINE AND THERE IS NOT ONE AVAILABLE. DISCUSSED WITH THE CUSTOMER AND THEY ARE GOING DELETE THE MACHINE. PUT PANELS BACK ON THE MACHINE.

| | | |
|------------------|---------|---------|
| TOTAL LABOR | SEG. 05 | 85.00 * |
| SEGMENT 05 TOTAL | | 85.00 T |

TRAVEL TO/FROM MACHINE

| | | |
|------|------------------|----------|
| 1.00 | SERVICE CALL Z5 | 425.00 |
| | TOTAL MISC CHGS | 425.00 * |
| | SEGMENT 9A TOTAL | 425.00 T |

| | |
|--------------|---------|
| SD STATE TAX | 45.00 T |
|--------------|---------|

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| 04 | C78767 | KEVIN WYNIA | 05-27-22 | 04WO0313212 | 1 of 2 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 05-23-22 | 0489098 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13327.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

SPENCER QUARRIES, RURAL SPENCER SD
TROUBLESHOOT EGR SYSTEM
COMPLAINT: ACTIVE FAULT E1096(1) HIGH EGR MASS FLOW RATE.
CAUSE: FAILED EGR VALVE.
CORRECTION: LOOKED UP CODES AND FOUND E1096 (1) FAULT ACTIVE. LOOKED OVER MACHINE AND FOUND THERE WAS NO ENGINE OIL ON THE DIPSTICK. CONTACTED THE CUSTOMER AND PUT OIL IN THE ENGINE. WARMED THE ENGINE UP AND RAN THE EGR SYSTEM TEST. TEST FAILED WITH ERROR 1158: DELIVERED FUEL VOLUME NOT RESPONDING. AFTER RUNNING TEST FOUND FLUID COMING OUT FROM UNDER MACHINE. LOOKED INTO ON SEPARATE SEGMENT. GAINED ACCESS TO EGR VALVE TO REMOVE AND INSPECT AND FOUND THE BOTTOM RETAINER THAT HOLDS THE VALVE IN PLACE IS MISSING AND THE VALVE IS STUCK. LOOKED UP PARTS AND AVAILABILITY. GOT WITH THE CUSTOMER AND THEY ARE GOING TO DELETE THE MACHINE. PUT PANELS BACK ON THE MACHINE.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 01 | 490.00 * |
| SEGMENT 01 TOTAL | | 490.00 T |

TROUBLESHOOT DIESEL EXHAUST FLUID

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|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 05-27-22 | 04WO0313212 | 2 of 2 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 05-23-22 | 0489098 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13327.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

FOR LEAKS

COMPLAINT: FLUID LEAKING ON THE RIGHT SIDE OF THE MACHINE BY THE FRONT ENGINE.

CAUSE: DEF LINE MELTED.

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| | | |
|------------------|---------|---------|
| TOTAL LABOR | SEG. 05 | 85.00 * |
| SEGMENT 05 TOTAL | | 85.00 T |

TRAVEL TO/FROM MACHINE

| | | |
|------|------------------|----------|
| 1.00 | SERVICE CALL Z5 | 425.00 |
| | TOTAL MISC CHGS | 425.00 * |
| | SEGMENT 9A TOTAL | 425.00 T |

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| SD STATE TAX | | 45.00 T |
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|-------------|-----------------|-------------------|---------------|----------------|----------------|
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| 04 | C78767 | KEVIN WYNIA | 05-27-22 | 04WO0313210 | 1 of 3 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 05-16-22 | 0488959 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13290.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

SPENCER QUARRY
TROUBLESHOOT AFTERTREATMENT SYSTEM
COMPLAINT: AFTERTREATMENT FAULT E1410 (2) INVALID
AFTERTREATMENT #1 SCR CONVERSION EFFICIENCY.
CAUSE: FAILED OUTLET NOX SENSOR.
CORRECTION: HOOKED UP TO MACHINE AND CHECKED
CODES. FOUND E1410 (2) ACTIVE. BY THE TIME I TOOK
THE PSR THE CODE HAD GONE AWAY. RAN AN
AFTERTREATMENT SYSTEM FUNCTIONAL TEST AND THE TEST
PASSED. RAN AN AFTERTREATMENT NOX SENSOR
FUNCTIONAL TEST AND THE TEST FAILED WITH AN ERROR
CODE 11B7 AFTERTREATMENT #1 OUTLET #1 NOX LEVEL
NOT RESPONDING. TALKED WITH THE OPERATOR AND HE
THOUGHT THAT IT DID NOT SEEM LIKE HE WAS USING
MUCH DEF. ORDER PARTS FOR THE NEXT DAY. REMOVED
PANEL TO GAIN ACCESS TO THE DEF INJECTOR, REMOVED
INJECTOR AND PUT INTO TEST TUBE. RAN DOSING SYSTEM
ACCURACY TEST AND THE INJECTOR PATTERN LOOKED GOOD
AND IT PUT OUT 120ML OF DEF, SPEC IS 110 TO 130.
TESTED DEF AND IT TESTED GOOD AT 31.4%. INSTALLED
INJECTOR WITH NEW GASKET. REPLACED NOX OUTLET
SENSOR ON SEPARATE SEGMENT AND RAN NOX SENSOR TEST
AGAIN.

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| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 05-27-22 | 04WO0313210 | 2 of 3 |
| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 05-16-22 | 0488959 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13290.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 01 | 528.00 * |
| SEGMENT 01 TOTAL | | 528.00 T |

 REPLACE NITROGEN OXIDE SENSOR
 OUTLET
 COMPLAINT: OUTLET NOX SENSOR FAILED. REPLACE
 SENSOR.
 CAUSE: FAILED NOX SENSOR.
 CORRECTION: REMOVED PANELS TO GAIN ACCESS TO NOX
 SENSORS. REMOVED OLD OUTLET NOX SENSOR AND
 INSTALLED NEW SENSOR. RAN NOX SENSOR TEST AND THE
 TEST PASSED. RAN AFTERTREATMENT SYSTEM FUNCTIONAL
 TEST AND IT PASSED. EVERYTHING IS WORKING AS IT
 SHOULD. INSTALLED PANELS BACK ON THE MACHINE.

| | | | | | |
|-------------|----------|--------------|---------|----------|--------|
| 1 | 5C-2890 | NUT | S | .16 | .16 |
| 1 | 9X-8256 | WASHER | S | .29 | .29 |
| 1 | 127-1960 | SCREW | S | 2.67 | 2.67 |
| 1 | 378-3178 | SEAL | S | 13.29 | 13.29 |
| 1 | 418-2073 | GASKET AS | S | 4.07 | 4.07 |
| 1 | 539-0118 | SENSOR AS-NO | S | 797.07 | 797.07 |
| 1 | 565-2488 | PLATE | S | 62.12 | 62.12 |
| TOTAL PARTS | | | SEG. 02 | 879.67 * | |
| TOTAL LABOR | | | SEG. 02 | 300.00 * | |

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|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 05-27-22 | 04WO0313210 | 3 of 3 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 05-16-22 | 0488959 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13290.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

SEGMENT 02 TOTAL 1179.67 T

TRAVEL TO/FROM MACHINE

1.00

SERVICE CALL Z5 425.00
 TOTAL MISC CHGS SEG. 9A 425.00 *
 SEGMENT 9A TOTAL 425.00 T

HANDLING CHARGE 52.78 T
 SD STATE TAX 98.35 T



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\$2,283.80



ROUNDS CONSTRUCTION
COMPANY

Equipment Maintenance Log

Employee: Riley Timmsman Date: 5-4-22

Equipment: 813

Meter Hours: _____ Miles: _____

Parts Replaced: installed cab door

fixed wipers

Maintenance: _____



Equipment Maintenance Log

Employee: Kevin Date: March-April 2022

Equipment: 813

Meter Hours: 13117 Miles: _____

Parts Replaced: -exhaust studs were broken on front engine, had to pull the regen unit and hoods to get at engine. Pulled turbo and found bearings were out of it, drilled out broken exhaust studs on engine, installed all new and cleaned manifold up, installed with new gaskets and torqued all to spec. Installed new turbo, installed lines after prelubing the turbo. Installed the egr cooler and resealed all the lines for it

Coolant overflow tank was leaking and changed part numbers to an updated unit, pulled it off and installed new, also replaced all the hoses that run to it because they were hard and cracked

When working on exhaust saw that the 2 main hoses for the remote engine air filter were leaking through the casing bad, ordered new hoses and installed then when I had everything apart, ran and no leaks

Hydraulic fan had 2 out of 3 hoses leaking on it so replaced all 3 as long as it was all apart

Outer brake accumulator was faulting when the machine came in, charged it twice and it leaked down, pulled the accumulator off and resealed. The reseal kit is basically a new piston with seals on it already. Charged it up and it held, installed again and ran, no faults

Front cushion hitch accumulator was low, charged and wouldn't hold, swapped it out with other machine high pressure accumulator and Butler rebuilt the one I gave them

Left side steer cylinder leaked bad, Stransky pulled it off and resealed, the bushings in the barrel were loose and holes were stretched bad, couldn't get new barrel so I used Belzona to repair the bores on both holes on barrel end, used new pin to make sure bearings seated straight and they did

Stransky pulled ejector cylinder and both bowl lift cylinders to reseal, couldn't get the nut off ejector cylinder so I loaded it all up and took to Butler, they pulled apart, resealed and assembled

After pulling aftertreatment off engine found oil cooler leaking bad, pulled the cooler and the lines off, resealed all, put loctite on threads like service manual said to seal oil, ran and had no leaks

Rear trans had bad leak on line coming off of torque converter, Riley replaced with new seals

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| 04 | C78767 | KEVIN WYNIA | 04-29-22 | 04WO0312000 | 1 of 3 |
| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 04-15-22 | | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | OWTC00103 | 13177.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

TROUBLESHOOT MACHINE
FOR LEAKS

COMPLAINT: MACHINE HAS A TRANSMISSION LEAK
CAUSE: TRANSMISSION OIL COOLER LINES HAS A HOLE IN IT
CORRECTION: INSPECTED, FOUND OIL DRIPPING FROM BELLY PAN. REMOVED PAN, CLEANED OIL MESS, ADDED OIL TO TRANSMISSION. STARTED AND FOUND OIL COOLER HOSE HAS A SMALL HOLE IN IT AND IS LEAKING. ALSO FOUND A COOLANT LEAK ON FRONT ENGINE. CHECKED CONNECTIONS, FOUND THE HOSE ON TOP OF EGR COOLER WAS LOOSE.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 01 | 389.00 * |
| SEGMENT 01 TOTAL | | 389.00 T |

REPLACE TC/TRANS OIL COOLER

HOSE(S)

COMPLAINT: TRANSMISSION IS LEAKING OIL
CAUSE: SMALL HOLE IN OIL COOLER HOSE
CORRECTION: CLEANED AREA AND REMOVED OLD HOSE. CLEANED HALF CLAMPS AND MATING SURFACES, INSTALLED NEW HOSE, ROUTED AND TIGHTENED CONNECTION. FILLED WITH OIL, RAN MACHINE, CHECKED FOR LEAKS AND

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| 04 | C78767 | KEVIN WYNIA | 04-29-22 | 04WO0312000 | 2 of 3 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 04-15-22 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13177.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

TOPPED OFF OIL.

| | | | | | | |
|------|----------|--|------------------|---|---------|----------|
| 2 | 4J-0522 | | SEAL-O-RING | S | 2.28 | 4.56 |
| 1 | 124-2055 | | COUPLING | S | 42.75 | 42.75 |
| 1 | 124-2104 | | COUPLING | S | 52.22 | 52.22 |
| 6 | 238-8648 | | CAT ELC-1 GAL | S | 14.60 | 87.60 |
| 97 | 456-8422 | | HOSE BK | S | .25 | 24.25 |
| 10 | 4627708 | | 30W TDTO 2.5 GAL | S | 47.29 | 472.90 |
| | | | TOTAL PARTS | | SEG. 02 | 684.28 * |
| | | | | | F/R LBR | 240.00 * |
| 1.00 | | | HOSE LABOR TXBL | | | 20.00 |
| | | | TOTAL MISC CHGS | | SEG. 02 | 20.00 * |
| | | | SEGMENT 02 TOTAL | | | 944.28 T |

REPLACE GASKET/RESEAL COOLANT HOSE/LINES
COMPLAINT: FRONT ENGINE HAS COOLANT LEAK
CAUSE: LOOSE HOSE ON EGR COOLER
CORRECTION: PULLED VACUUM AND RESEALED FITTING,
INSTALLED LINE, TIGHTENED AND TOPPED OFF COOLANT.
RAN AND CHECKED FOR LEAKS.

| | | | | | |
|--|--|--|------------------|--|----------|
| | | | F/R LBR | | 170.00 * |
| | | | SEGMENT 03 TOTAL | | 170.00 T |

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| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 04-15-22 | | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13177.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | | | | |
|-------|--|--|------------------|---------|----------|
| 1.00 | | | SERVICE CALL Z5 | | 425.00 |
| | | | TOTAL MISC CHGS | SEG. 9A | 425.00 * |
| | | | SEGMENT 9A TOTAL | | 425.00 T |
| ----- | | | | | |
| | | | HANDLING CHARGE | | 41.06 T |
| | | | SD STATE TAX | | 88.62 T |

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| 04 | C78767 | KEVIN WYNIA | 04-30-22 | 04WO0312058 | 1 of 5 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 04-11-22 | 0488045 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13129.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

SPENCER QUARRY
 TROUBLESHOOT AFTERTREATMENT SYSTEM
 FAULT CODE
 COMPLAINT: MACHINE HAS AFTERTREATMENT FAULT CODE,
 SHUT MACHINE DOWN AND WILL NOT START
 CAUSE: FRONT ENGINE ECM FAILED
 CORRECTION: - FRONT ENGINE HAS EGR INTAKE PRESSURE
 SENSOR VOLTAGE BELOW NORMAL, REMOVED PANEL AND
 FOUND SENSOR BROKE.
 - REAR ENGINE HAS EGR INTAKE PRESSURE SENSOR
 VOLTAGE BELOW NORMAL, INSPECTED AND FOUND SENSOR
 UNPLUGGED, FOUND SPOT IN HARNESS WHERE WIRE WAS
 CORRODED AND BROKE. REPAIRED WIRE WITH HEAT
 SHRINKABLE CONNECTOR PLUGGED CONNECTOR INTO SENSOR
 AND TIED UP. FRONT ENGINE HAS MACHINE SECURITY
 SYSTEM ABNORMAL UPDATE RATE, FLASHED DISPLAY,
 FRONT TRANSMISSION, IMPLEMENT. WHILE RUNNING
 MACHINE AFTER FLASH NOTICED EVERY TIME MACHINE
 SECURITY SYSTEM FAULT CAME UP WOULD LOSE THROTTLE
 TO FRONT ENGINE, WATCHED IN ET AND ET WAS READING
 INPUT FROM THROTTLE SENSOR. MACHINE HAD
 PERSONALITY MODULE MISMATCHED FAULT COME ACTIVE,
 SHUT MACHINE DOWN WENT BACK THROUGH SOFTWARE AND

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Rapid City
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 (605) 336-3010

CUSTOMER INVOICE

| | | | |
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SOLD TO

ROUNDS CONSTRUCTION CO INC
 1124 34TH AVE
 BROOKINGS SD 57006-6534

SHIP TO

| | | | | | |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | KEVIN WYNIA | 04-30-22 | 04W00312058 | 2 of 5 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 04-11-22 | 0488045 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13129.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

FOUND ALL WERE CURRENT AND WHAT THEY NEEDED TO BE FOUND I MISSED FRONT DEF CONTROLLER ECM, FLASHED TO CURRENT FILE. CODE STILL ACTIVE AND MACHINE WON'T START NOW. CODE RANDOMLY WENT INACTIVE AND COULD NOT SEE CODE IN LOGGED CODES. SENT EMAIL TO BUTLER TC. THEY REPLIED WITH INTERNAL BATTERY IN C13 ENGINE ECM FAILING AND NEEDS TO INSTALL NEW ECM. INSTALLED ECM OFF CUSTOMERS OTHER MACHINE AND MACHINE HAS BEEN RUNNING GOOD, STILL CAN'T ACCESS CONFIGURATIONS IN ET. BOTH BUTLER BELIEVES WE CAN'T ACCESS THAT DUE TO ENGINE ECM BEING PROGRAMMED TO WTC00102, NEED TO INSTALL NEW ECM WHEN ARRIVES AND PROGRAM TO WTC00103.

TOTAL LABOR SEG. 01 970.00 *
 SEGMENT 01 TOTAL 970.00 T

 REPLACE ENG ELECTRONIC CONT MOD
 COMPLAINT: FRONT ENGINE ECM FAILED
 CAUSE: ENGINE ECM FAILED
 CORRECTION: REMOVED BOTTOM PANELS REMOVED ENGINE ECM AND INSTALLED ENGINE ECM FROM CUSTOMERS OTHER MACHINE. RAN MACHINE. ANOTHER TECH HAD PROGRAMMED REMAN ECM AT SHOP. GOT TO MACHINE REMOVED ENGINE

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(605) 336-3010

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| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 04-30-22 | 04WO0312058 | 3 of 5 |
| SHIP VIA | | DOC.DATE | REFERENCE NO. | | |
| | | 04-11-22 | 0488045 | | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13129.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

ECM INSTALLED TIMING PROBE INSTALLED REMAN ENGINE
ECM. STARTED MACHINE NO OPTION TO DO TIMING
CALIBRATION TALKED WITH TRAVIS AND HE STATED THAT
MIGHT NOT NEED TIMING CALIBRATION SINCE NO OPTION
FOR IT UNDER C13. VERIFIED HAVE ACCESS TO
CONFIGURATIONS. SHUT MACHINE DOWN REMOVED ENGINE
ECM AND TIMING CAL PROBE. REINSTALLED ENGINE ECM
AND PANELS. RAN MACHINE VERIFIED OPERATION PULLED
PSR.

| | | | | | | |
|----|----------|--|------------------|---|---------|-----------|
| 1 | 20R-1834 | | CONTROL GP | N | 1528.00 | 1528.00 |
| 1 | | | CORE CHARGE | N | 509.35 | 509.35 |
| 1 | 20R-1834 | | CONTROL GP | N | 1528.00 | 1528.00 |
| 1 | | | CORE CHARGE | N | 509.35 | 509.35 |
| 1- | 20R-1834 | | CONTROL GP | N | 1528.00 | 1528.00- |
| 1- | | | CORE CREDIT | N | 509.35 | 509.35- |
| 1- | | | CORE CREDIT | N | 509.35 | 509.35- |
| | | | TOTAL PARTS | | SEG. 02 | 1528.00 * |
| | | | | | F/R LBR | 1530.00 * |
| | | | SEGMENT 02 TOTAL | | | 3058.00 T |

REMOVE& INSTALL ENG ELECTRONIC CONT MOD
COMPLAINT: R&I ENGINE ECM TO USE ON CUSTOMER'S
OTHER 627K.

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CUSTOMER INVOICE

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SOLD TO

ROUNDS CONSTRUCTION CO INC
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 BROOKINGS SD 57006-6534

SHIP TO

| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
|-------------|-----------------|-------------------|---------------|----------------|----------------|
| 04 | C78767 | KEVIN WYNIA | 04-30-22 | 04WO0312058 | 4 of 5 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 04-11-22 | 0488045 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13129.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

CORRECTION: CUSTOMER'S OTHER 627K HAD A POSSIBLE BAD ECM, ANOTHER TECHNICIAN REMOVED THE ECM FROM THE MACHINE IN THE SHOP. ONCE ECMS HAD BEEN SWAPPED AROUND AND THE ORIGINAL ECM WAS READY TO BE INSTALLED BACK ON THE ENGINE IN THE SHOP. LOOSENED UP WIRING BRACKETS AND SLID ECM INTO PLACE. HOOKED UP WIRING AND BRACKETS. TIED EVERYTHING UP AND VERIFIED EVERYTHING WAS WORKING AS IT SHOULD.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 10 | 730.00 * |
| SEGMENT 10 TOTAL | | 730.00 T |

 REPLACE EGR SYSTEM
 PRESSURE SENSOR
 COMPLAINT: FAULT CODE FOR FRONT ENGINE EGR INTAKE PRESSURE SENSOR.
 CAUSE: SENSOR BROKE
 CORRECTION: REMOVED TOP PANEL TO ACCESS SENSOR, REMOVED AND INSTALLED EGR INTAKE PRESSURE SENSOR.
 HOOKED UP TO MACHINE WITH ET CODE IS LOGGED,
 CLEARED CODES AND PULLED PSR.

| | | | | | |
|---|----------|-------------|---|--------|--------|
| 1 | 228-7101 | SEAL-O-RING | S | 4.26 | 4.26 |
| 1 | 320-3061 | SENSOR GP | S | 173.13 | 173.13 |

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|-------------|-----------------|-------------------|---------------|----------------|----------------|
| STORE | CUSTOMER NUMBER | YOUR ORDER NUMBER | INVOICE DATE | INVOICE NUMBER | PAGE |
| 04 | C78767 | KEVIN WYNIA | 04-30-22 | 04WO0312058 | 5 of 5 |
| SHIP VIA | | | DOC.DATE | REFERENCE NO. | |
| | | | 04-11-22 | 0488045 | |
| UNIT NUMBER | MAKE | MODEL | SERIAL NUMBER | METER READING | MACHINE ID NO. |
| 813 | AA | 627K | 0WTC00103 | 13129.0 | |
| QUANTITY | PART NUMBER | N/R | DESCRIPTION | UNIT PRICE | EXTENDED PRICE |

| | | |
|------------------|---------|----------|
| TOTAL PARTS | SEG. 15 | 177.39 * |
| TOTAL LABOR | SEG. 15 | 85.00 * |
| SEGMENT 15 TOTAL | | 262.39 T |

TRAVEL TO/FROM MACHINE

| | | |
|------|------------------|----------|
| 1.00 | SERVICE CALL Z5 | 425.00 |
| 1.00 | SERVICE CALL Z5 | 425.00 |
| | TOTAL MISC CHGS | 850.00 * |
| | SEGMENT 9A TOTAL | 850.00 T |

| | |
|-----------------|----------|
| HANDLING CHARGE | 102.32 T |
| SD STATE TAX | 268.77 T |

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| | | |
|---------------------------|---|------------|
| Please Pay This Amount | ▶ | \$6,241.48 |
|---------------------------|---|------------|

Stransky Diesel, LLC
 47318 SD Hwy 32
 Flandreau, SD 57028
 StranskyDiesel@hotmail.com
 605-520-8267



Invoice: 126
Date: 4/25/2022

Bill To
 Rounds Construction
 1124 34th Avenue
 Brookings, SD 57006
 P: 605-651-2326

Remit Payment To
 Stransky Diesel
 47318 SD Hwy 32
 Flandreau, SD 57028

| Service Order | Terms | Due Date | Authorizer | Customer PO | Unit # |
|---------------|--------|-----------|--------------|-------------|--------|
| 1140 | Net 30 | 5/25/2022 | Jesse Rounds | | 813 |

| Item | Description | Quantity | Rate | Amount |
|-----------------|---|----------|---------|------------|
| Labor | Equipment / Hydraulic Tanks & Cylinders / 4-6-22 Removed lift cylinders, left steering cylinder, repositioned eject, and removed the eject cylinder. Resealed the steering and lift cylinders and installed back onto the machine. Helped installed the DPF module back onto the front engine. | 34.62000 | \$85.00 | \$2,942.70 |
| Subtotal | | | | \$2,942.70 |

Unit: 813 **VIN:** WTC00103
 CAT 627K
Engine: 13,121 Hours

| | |
|---|------------|
| Labor | \$2,942.70 |
| Pre Tax Total | \$2,942.70 |
| Brookings (2.0000% of \$2,942.70) | \$58.85 |
| South Dakota (4.5000% of \$2,942.70) | \$132.42 |
| Total | \$3,133.97 |
| Payments & Credits | \$0.00 |
| Balance Due | \$3,133.97 |

Any warranties on the parts and accessories sold hereby are made by the manufacturer. You understand and agree that we make no warranties of any kind unless expressed in writing. You hereby authorize us to perform the repair work herein set forth and to purchase the necessary material and parts to perform such repair work. You agree that we are not responsible for loss or damage to your vehicle or articles left in your vehicle in case of fire, theft, or any other cause beyond our control or for any delays caused by unavailability of parts or delays in part shipments by the supplier or transporter. In addition, you agree that we are not responsible for damages to your vehicle from freezing due to lack of antifreeze. You hereby grant our employees permission to operate your vehicle on streets, highways, or elsewhere for the purpose of testing and/or inspection. You acknowledge and agree that an express mechanic's lien on your vehicle is granted to secure payment of this invoice for the repair work detailed in this invoice.

Customer Signature: _____

Printed Name: _____ Date: _____



CASH SALE

| Invoice Date | Cust No. | Order No | Page | Invoice No. |
|--------------|----------|------------|-----------------|-------------|
| 04/08/2022 | 1967 | 4 - 285378 | 1 / 1 | 4 - 278743 |
| License: | | Mileage: 0 | Time in 9:52 AM | |
| COPY | | | | |

W. W. TIRE BROOKINGS
 1813 32ND AVE
 BROOKINGS, SD 57006
 Phone: (605) 696-7400

Sold To: ROUNDS CONSTRUCTION, INC.
 1124 34th AVE
 BROOKINGS, SD 57006

Ship To: ROUNDS CONSTRUCTION, INC.
 1124 34th AVE
 BROOKINGS, SD 57006

| Purchase Ord. No. | Sales Person | Main Phone | Other Phone | Ship Via | Terms: 10th prox | | |
|-------------------|-----------------------|----------------|---------------------|----------|------------------|---------------|--|
| 813 | H | (605) 692-9141 | Alt: (605) 690-5370 | | | | |
| Item No. | Description | Qty Ordered | Qty Shipped | F.E.T. | Price | Net Extension | |
| OPT | 6SLWW4 33.25-29 TITAN | 4 | 4 | | 6,999.00 | 27,996.00 | |
| ORING29 | 29" O-RING | 4 | 4 | | 19.95 | 79.80 | |
| FARMLABOR | FARM LABOR PER HOUR | 2.00 | 2.00 | | 125.00 | 250.00 | |
| SS | SHOP SUPPLIES | 1 | 1 | | 15.00 | 15.00 | |

| Pay Method | Account | Amount | Signature |
|------------|---------|-----------|-----------|
| GT | | 30,182.96 | |

Sub-Total Parts: 28,090.80
Sub-Total Labor: 250.00
Non-Taxable Amount: 0.00
Taxable Amount: 28,340.80
Tax 6.500%: 1,842.16
Total: 30,182.96

X _____
 Customer Authorization for Total

IT IS CUSTOMERS RESPONSIBILITY TO CHECK LUG NUTS AFTER 30 MILES AND AGAIN AT 3000 MILES!

Butler**CAT**

BUTLER MACHINERY COMPANY - Fluids Analysis Lab, 3630 Miriam Avenue, Bismarck, ND, 58501, US

PHONE: (701) 250-1626

Email: ScotSorensen@butlermachinery.com Web: www.butlermachinery.com

CONTACT INFORMATION

Rounds Construction Co.
 1124 34th Ave
 Brookings, SD
 57006-6534
 PHONE: (605) 693-4000
 FAX: 605-693-5811
 Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
 SERIAL NUMBER: WTC00103
 MODEL : 627K
 MANUFACTURER : CAT
 COMPANY NAME : Rounds Construction Co.
 JOB SITE :
 AREA:
 REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : DIFFERENTIAL REAR
 COMP SERIAL NUM:
 COMPARTMENT MODEL :
 LABEL#:
 SHOP JOB NUM :
 SAMPLE TYPE: OIL
 SAMPLE SHIP TIME (days) : 7
 SAMPLE LOCATION :

Interp By: Scot Sorensen

No Action
 Required

The test results appear to indicate normal levels for this type of compartment. More data and samples will be needed to form a good data trend. If the oil was changed as indicated on label then no further action is needed at this time.

LAB #

E070-52089-5867

PROCESS 30-Mar-22
 DATE

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|-----|----|----|----|---|----|----|----|----|----|---|----|-----|----|-----|----|----|------|-----|
| 23-Mar-22 | E070-52089-5867 | 13117 | | Y | Y | 6 | 222 | 2 | 4 | 1 | 0 | 0 | 1 | 11 | 50 | 7 | 3 | 1 | 139 | 0 | 559 | 6 | 1 | 1020 | 269 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|---|
| 23-Mar-22 | E070-52089-5867 | 13117 | | CAT | | 80W-90 | Y | Y | 16.40 | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|-------|-------|-------|------|-----|-----|-----|-----|----------|-----|
| 23-Mar-22 | E070-52089-5867 | Y | Y | 53920 | 39332 | 15231 | 3171 | 544 | 257 | 77 | 34 | 23/22/19 | 30 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying Index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or a component thereof.

Butler



BUTLER MACHINERY COMPANY - Fluids Analysis Lab, 3630 Miriam Avenue, Bismarck, ND, 58501, US

PHONE: (701) 250-1626

Email: ScotSorensen@buttermachinery.com Web: www.buttermachinery.com

CONTACT INFORMATION

Rounds Construction Co.
1124 34th Ave
Brookings, SD
57006-6534
PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

Interp By: Scot Sorensen

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : FINAL DRIVE REAR RIGHT
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 7
SAMPLE LOCATION :

**No Action
Required**

The test results appear to indicate normal levels for this type of compartment. More data and samples will be needed to form a good data trend. If the oil was changed as indicated on label then no further action is needed at this time.

LAB #

E070-52089-5871

PROCESS DATE 30-Mar-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|-----|----|----|----|---|----|----|----|----|----|---|----|-----|----|-----|----|----|------|-----|
| 23-Mar-22 | E070-52089-5871 | 13117 | | Y | Y | 6 | 169 | 1 | 3 | 1 | 0 | 0 | 1 | 10 | 43 | 6 | 3 | 1 | 149 | 0 | 559 | 6 | 1 | 1102 | 281 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|---|
| 23-Mar-22 | E070-52089-5871 | 13117 | | CAT | | 80W-90 | Y | Y | 16.80 | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|-------|-------|------|-----|-----|-----|-----|-----|----------|-----|
| 23-Mar-22 | E070-52089-5871 | Y | Y | 51235 | 30850 | 4829 | 611 | 168 | 98 | 43 | 20 | 23/22/16 | 84 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying Index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece or a component thereof.

Butler

CAT

BUTLER MACHINERY COMPANY - Fluids Analysis Lab, 3630 Miriam Avenue, Bismarck, ND, 58501, US

PHONE: (701) 250-1626

Email: ScotSorensen@butlermachinery.com Web: www.butlermachinery.com

CONTACT INFORMATION

Rounds Construction Co.
1124 34th Ave
Brookings, SD
57006-6534
PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

Interp By: Scot Sorensen

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : DIFFERENTIAL FRONT
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 7
SAMPLE LOCATION :

**Monitor
Compartment**

Water was detected in this sample. The other test results appear to indicate normal levels for this type of compartment. If the oil was changed as indicated on label then no further action should be needed at this time, otherwise consider changing the oil.

LAB #

E070-52089-5866

PROCESS DATE 30-Mar-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|-----|----|----|-----|----|
| 23-Mar-22 | E070-52089-5866 | 13117 | | Y | Y | 7 | 28 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 4 | 3 | 6 | 24 | 0 | 182 | 13 | 0 | 384 | 94 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|---|
| 23-Mar-22 | E070-52089-5866 | 13117 | | CAT | | 80W-90 | Y | Y | P |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|----|----|-----|-----|-----|-----|-----|-----|-----|-----|
| 23-Mar-22 | E070-52089-5866 | Y | Y | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | HBL | 30 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, W = Water, Zn = Zinc

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CONTACT INFORMATION

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 57006-6534
 PHONE: (605) 693-4000
 FAX: 605-693-5811
 Email: rounds@roundsconstructioninc.

Interp By: Scot Sorensen

EQUIPMENT

EQUIP NUM: 813
 SERIAL NUMBER: WTC00103
 MODEL : 627K
 MANUFACTURER : CAT
 COMPANY NAME : Rounds Construction Co.
 JOB SITE :
 AREA:
 REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : FINAL DRIVE REAR LEFT
 COMP SERIAL NUM:
 COMPARTMENT MODEL :
 LABEL#:
 SHOP JOB NUM :
 SAMPLE TYPE: OIL
 SAMPLE SHIP TIME (days) : 7
 SAMPLE LOCATION :

**No Action
 Required**

The test results appear to indicate normal levels for this type of compartment. More data and samples will be needed to form a good data trend. If the oil was changed as indicated on label then no further action is needed at this time.

LAB #

E070-52089-5870

PROCESS 30-Mar-22
 DATE

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|-----|----|----|----|---|----|----|----|----|----|---|----|-----|----|-----|----|----|------|-----|
| 23-Mar-22 | E070-52089-5870 | 13117 | | Y | U | 7 | 174 | 1 | 4 | 1 | 0 | 0 | 1 | 10 | 42 | 7 | 3 | 1 | 145 | 0 | 634 | 7 | 1 | 1118 | 318 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|---|
| 23-Mar-22 | E070-52089-5870 | 13117 | | CAT | | 80W-90 | Y | U | 16.30 | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|-------|-------|------|-----|-----|-----|-----|-----|----------|-----|
| 23-Mar-22 | E070-52089-5870 | Y | U | 51350 | 31288 | 5277 | 705 | 184 | 96 | 33 | 15 | 23/22/17 | 35 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

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CONTACT INFORMATION

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1124 34th Ave
Brookings, SD
57006-6534
PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : FINAL DRIVE FRONT RIGHT
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 7
SAMPLE LOCATION :

Interp By: Scot Sorensen

**Monitor
Compartment**

Water was detected in this sample. The other test results appear to indicate normal levels for this type of compartment. If the oil was changed as indicated on label then no further action should be needed at this time, otherwise consider changing the oil.

LAB #

E070-52089-5869

PROCESS 30-Mar-22
DATE

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|-----|----|----|-----|-----|
| 23-Mar-22 | E070-52089-5869 | 13117 | | Y | Y | 9 | 26 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 5 | 2 | 6 | 21 | 0 | 232 | 15 | 0 | 407 | 122 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|---|
| 23-Mar-22 | E070-52089-5869 | 13117 | | CAT | | 80W-90 | Y | Y | P |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|----|----|-----|-----|-----|-----|-----|-----|-----|-----|
| 23-Mar-22 | E070-52089-5869 | Y | Y | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | HBL | 40 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, W = Water, Zn = Zinc

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PHONE: (701) 250-1626

Email: ScotSorensen@butlermachinery.com Web: www.butlermachinery.com

| CONTACT INFORMATION | EQUIPMENT | SAMPLE INFORMATION |
|---|---|---|
| Rounds Construction Co. 1124 34th Ave Brookings, SD 57006-6534 PHONE: (605) 693-4000 FAX: 605-693-5811 Email: rounds@roundsconstructioninc. | EQUIP NUM: 813 SERIAL NUMBER: WTC00103 MODEL : 627K MANUFACTURER : CAT COMPANY NAME : Rounds Construction Co. JOB SITE : AREA: REGION: | COMPARTMENT NAME : FINAL DRIVE FRONT LEFT COMP SERIAL NUM: COMPARTMENT MODEL : LABEL#: SHOP JOB NUM : SAMPLE TYPE: OIL SAMPLE SHIP TIME (days) : 7 SAMPLE LOCATION : |

Interp By: Scot Sorensen

**Monitor
Compartment**

Water was detected in this sample. The other test results appear to indicate normal levels for this type of compartment. If the oil was changed as indicated on label then no further action should be needed at this time, otherwise consider changing the oil.

LAB #

E070-52089-5868

PROCESS DATE 30-Mar-22

| WEAR/CONTAMINATION - ADDITIVES/FORMULATION | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|-----|----|----|-----|-----|
| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
| 23-Mar-22 | E070-52089-5868 | 13117 | | Y | U | 8 | 25 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 4 | 4 | 2 | 6 | 22 | 0 | 204 | 13 | 0 | 376 | 106 |

| OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION | | | | | | | | | |
|---|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|---|
| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | W |
| 23-Mar-22 | E070-52089-5868 | 13117 | | CAT | | 80W-90 | Y | U | P |

| OIL CLEANLINESS | | | | | | | | | | | | | |
|-----------------|-----------------|--------------|---------------|----|----|-----|-----|-----|-----|-----|-----|-----|-----|
| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
| 23-Mar-22 | E070-52089-5868 | Y | U | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | HBL | 138 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, W = Water, Zn = Zinc

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CONTACT INFORMATION

Rounds Construction Co.
 1124 34th Ave
 Brookings, SD
 57006-6534
 PHONE: (605) 693-4000
 FAX: 605-693-5811
 Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
 SERIAL NUMBER: WTC00103
 MODEL : 627K
 MANUFACTURER : CAT
 COMPANY NAME : Rounds Construction Co.
 JOB SITE :
 AREA:
 REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : DIFFERENTIAL REAR
 COMP SERIAL NUM:
 COMPARTMENT MODEL :
 LABEL#:
 SHOP JOB NUM :
 SAMPLE TYPE: OIL
 SAMPLE SHIP TIME (days) : 7
 SAMPLE LOCATION :

Interp By: Scot Sorensen

**No Action
Required**

The test results appear to indicate normal levels for this type of compartment. More data and samples will be needed to form a good data trend. If the oil was changed as indicated on label then no further action is needed at this time.

LAB #

E070-52089-5867

PROCESS DATE 30-Mar-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|-----|----|----|----|---|----|----|----|----|----|---|----|-----|----|-----|----|----|------|-----|
| 23-Mar-22 | E070-52089-5867 | 13117 | | Y | Y | 6 | 222 | 2 | 4 | 1 | 0 | 0 | 1 | 11 | 50 | 7 | 3 | 1 | 139 | 0 | 559 | 6 | 1 | 1020 | 269 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|---|
| 23-Mar-22 | E070-52089-5867 | 13117 | | CAT | | 80W-90 | Y | Y | 16.40 | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|-------|-------|-------|------|-----|-----|-----|-----|----------|-----|
| 23-Mar-22 | E070-52089-5867 | Y | Y | 53920 | 39332 | 15231 | 3171 | 544 | 257 | 77 | 34 | 23/22/19 | 30 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or a component thereof.

Butler

CAT

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CONTACT INFORMATION

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57006-6534
PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : FINAL DRIVE REAR RIGHT
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 7
SAMPLE LOCATION :

Interp By: Scot Sorensen

**No Action
Required**

The test results appear to indicate normal levels for this type of compartment. More data and samples will be needed to form a good data trend. If the oil was changed as indicated on label then no further action is needed at this time.

LAB #

E070-52089-5871

PROCESS DATE 30-Mar-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|-----|----|----|----|---|----|----|----|----|----|---|----|-----|----|-----|----|----|------|-----|
| 23-Mar-22 | E070-52089-5871 | 13117 | | Y | Y | 6 | 169 | 1 | 3 | 1 | 0 | 0 | 1 | 10 | 43 | 6 | 3 | 1 | 149 | 0 | 559 | 6 | 1 | 1102 | 281 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|---|
| 23-Mar-22 | E070-52089-5871 | 13117 | | CAT | | 80W-90 | Y | Y | 16.80 | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|-------|-------|------|-----|-----|-----|-----|-----|----------|-----|
| 23-Mar-22 | E070-52089-5871 | Y | Y | 51235 | 30850 | 4829 | 611 | 168 | 98 | 43 | 20 | 23/22/16 | 84 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

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CAT

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57006-6534
PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : DIFFERENTIAL FRONT
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 7
SAMPLE LOCATION :

Interp By: Scot Sorensen

**Monitor
Compartment**

Water was detected in this sample. The other test results appear to indicate normal levels for this type of compartment. If the oil was changed as indicated on label then no further action should be needed at this time, otherwise consider changing the oil.

LAB #
E070-52089-5866
PROCESS DATE 30-Mar-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|-----|----|----|-----|----|
| 23-Mar-22 | E070-52089-5866 | 13117 | | Y | Y | 7 | 28 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 4 | 3 | 6 | 24 | 0 | 182 | 13 | 0 | 384 | 94 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|---|
| 23-Mar-22 | E070-52089-5866 | 13117 | | CAT | | 80W-90 | Y | Y | P |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|----|----|-----|-----|-----|-----|-----|-----|-----|-----|
| 23-Mar-22 | E070-52089-5866 | Y | Y | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | HBL | 30 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, W = Water, Zn = Zinc

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 Email: rounds@roundsconstructioninc.

Interp By: Scot Sorensen

EQUIPMENT

EQUIP NUM: 813
 SERIAL NUMBER: WTC00103
 MODEL : 627K
 MANUFACTURER : CAT
 COMPANY NAME : Rounds Construction Co.
 JOB SITE :
 AREA:
 REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : FINAL DRIVE REAR LEFT
 COMP SERIAL NUM:
 COMPARTMENT MODEL :
 LABEL#:
 SHOP JOB NUM :
 SAMPLE TYPE: OIL
 SAMPLE SHIP TIME (days) : 7
 SAMPLE LOCATION :

**No Action
 Required**

The test results appear to indicate normal levels for this type of compartment. More data and samples will be needed to form a good data trend. If the oil was changed as indicated on label then no further action is needed at this time.

LAB #
 E070-52089-5870
 PROCESS 30-Mar-22
 DATE

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|-----|----|----|----|---|----|----|----|----|----|---|----|-----|----|-----|----|----|------|-----|
| 23-Mar-22 | E070-52089-5870 | 13117 | | Y | U | 7 | 174 | 1 | 4 | 1 | 0 | 0 | 1 | 10 | 42 | 7 | 3 | 1 | 145 | 0 | 634 | 7 | 1 | 1118 | 318 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|---|
| 23-Mar-22 | E070-52089-5870 | 13117 | | CAT | | 80W-90 | Y | U | 16.30 | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|-------|-------|------|-----|-----|-----|-----|-----|----------|-----|
| 23-Mar-22 | E070-52089-5870 | Y | U | 51350 | 31288 | 5277 | 705 | 184 | 96 | 33 | 15 | 23/22/17 | 35 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

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CONTACT INFORMATION

Rounds Construction Co.
 1124 34th Ave
 Brookings, SD
 57006-6534
 PHONE: (605) 693-4000
 FAX: 605-693-5811
 Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
 SERIAL NUMBER: WTC00103
 MODEL : 627K
 MANUFACTURER : CAT
 COMPANY NAME : Rounds Construction Co.
 JOB SITE :
 AREA:
 REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : FINAL DRIVE FRONT RIGHT
 COMP SERIAL NUM:
 COMPARTMENT MODEL :
 LABEL#:
 SHOP JOB NUM :
 SAMPLE TYPE: OIL
 SAMPLE SHIP TIME (days) : 7
 SAMPLE LOCATION :

Interp By: Scot Sorensen

**Monitor
Compartment**

Water was detected in this sample. The other test results appear to indicate normal levels for this type of compartment. If the oil was changed as indicated on label then no further action should be needed at this time, otherwise consider changing the oil.

LAB #
 E070-52089-5869
 PROCESS DATE 30-Mar-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|-----|----|----|-----|-----|
| 23-Mar-22 | E070-52089-5869 | 13117 | | Y | Y | 9 | 26 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 5 | 2 | 6 | 21 | 0 | 232 | 15 | 0 | 407 | 122 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|---|
| 23-Mar-22 | E070-52089-5869 | 13117 | | CAT | | 80W-90 | Y | Y | P |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|----|----|-----|-----|-----|-----|-----|-----|-----|-----|
| 23-Mar-22 | E070-52089-5869 | Y | Y | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | HBL | 40 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, W = Water, Zn = Zinc

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CONTACT INFORMATION

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57006-6534
PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : FINAL DRIVE FRONT LEFT
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 7
SAMPLE LOCATION :

Interp By: Scot Sorensen

**Monitor
Compartment**

Water was detected in this sample. The other test results appear to indicate normal levels for this type of compartment. If the oil was changed as indicated on label then no further action should be needed at this time, otherwise consider changing the oil.

LAB #

E070-52089-5868

PROCESS DATE 30-Mar-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|-----|----|----|-----|-----|
| 23-Mar-22 | E070-52089-5868 | 13117 | | Y | U | 8 | 25 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 4 | 4 | 2 | 6 | 22 | 0 | 204 | 13 | 0 | 376 | 106 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|---|
| 23-Mar-22 | E070-52089-5868 | 13117 | | CAT | | 80W-90 | Y | U | P |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|----|----|-----|-----|-----|-----|-----|-----|-----|-----|
| 23-Mar-22 | E070-52089-5868 | Y | U | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | HBL | 138 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, W = Water, Zn = Zinc

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece or a component thereof.

Butler

CAT

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PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

Interp By: Scot Sorensen

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : ENGINE FRONT
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 7
SAMPLE LOCATION :

Monitor Compartment

Silicon is testing higher than expected. The other test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Higher Silicon may be expected on new or recently repaired compartments. If this is not the case, check for possible dirt entry.

LAB #

E070-52089-5977

PROCESS DATE 30-Mar-22

| WEAR/CONTAMINATION - ADDITIVES/FORMULATION | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|------|-----|----|-----|------|
| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
| 23-Mar-22 | E070-52089-5977 | 13117 | | Y | Y | 5 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 57 | 14 | 2 | 43 | 55 | 0 | 1519 | 546 | 0 | 969 | 1118 |

| OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION | | | | | | | | | | | | | | | | |
|---|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|----|-----|-----|-----|---|---|---|
| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | ST | SUL | OXI | NIT | A | F | W |
| 23-Mar-22 | E070-52089-5977 | 13117 | | CAT | | 15W-40 | Y | Y | 11.90 | 3 | 21 | 18 | 5 | N | N | N |

| OIL CLEANLINESS | | | | |
|-----------------|-----------------|--------------|---------------|-----|
| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | PQI |
| 23-Mar-22 | E070-52089-5977 | Y | Y | 8 |

A = Antifreeze, Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, F = Fuel, Fe = Iron, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, NIT = Nitration, Na = Sodium, Ni = Nickel, OXI = Oxidation, P = Phosphorus, PQI = Particle Quantifying Index, ST = Soot, SUL = Sulfation, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

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PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : ENGINE REAR
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 7
SAMPLE LOCATION :

Interp By: Scot Sorensen

**No Action
Required**

The test results appear to indicate normal levels for this compartment. If the oil and filter were changed as indicated on label then no further action is needed at this time.

LAB #

E070-52089-5885

PROCESS 30-Mar-22
DATE

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|------|-----|----|------|------|
| 23-Mar-22 | E070-52089-5885 | 13117 | | Y | Y | 2 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 6 | 1 | 68 | 30 | 0 | 1204 | 989 | 0 | 1159 | 1377 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | ST | SUL | OXI | NIT | A | F | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|----|-----|-----|-----|---|---|---|
| 23-Mar-22 | E070-52089-5885 | 13117 | | CAT | | 15W-40 | Y | Y | 14.30 | 5 | 20 | 16 | 7 | N | N | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | PQI |
|-------------|-----------------|--------------|---------------|-----|
| 23-Mar-22 | E070-52089-5885 | Y | Y | 5 |

A = Antifreeze, Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, F = Fuel, Fe = Iron, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, NIT = Nitration, Na = Sodium, Ni = Nickel, OXI = Oxidation, P = Phosphorus, PQI = Particle Quantifying Index, ST = Soot, SUL = Sulfation, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

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FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : TRANSMISSION POWER SHIFT FRONT
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 5
SAMPLE LOCATION :

Interp By: Scot Sorensen

**Monitor
Compartment**

The Particle Counts and Iron are higher than expected for this compartment. High Copper levels could be due to a normal chemical reaction between this oil & the copper parts. Consider inspecting the filters.

LAB #

E070-52087-5424

PROCESS 28-Mar-22
DATE

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|-----|----|----|----|----|---|----|----|----|----|----|---|----|---|----|------|----|----|-----|------|
| 23-Mar-22 | E070-52087-5424 | 13117 | | Y | Y | 660 | 17 | 0 | 1 | 0 | 0 | 9 | 1 | 2 | 12 | 10 | 2 | 5 | 7 | 0 | 2339 | 30 | 0 | 916 | 1084 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | A | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|---|---|
| 23-Mar-22 | E070-52087-5424 | 13117 | | CAT | | 30 | Y | Y | 10.00 | N | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|-------|-------|------|------|-----|-----|-----|-----|----------|-----|
| 23-Mar-22 | E070-52087-5424 | Y | Y | 58227 | 24062 | 2877 | 1091 | 502 | 274 | 41 | 7 | 23/22/17 | 12 |

A = Antifreeze, Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying Index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

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 PHONE: (605) 693-4000
 FAX: 605-693-5811
 Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
 SERIAL NUMBER: WTC00103
 MODEL : 627K
 MANUFACTURER : CAT
 COMPANY NAME : Rounds Construction Co.
 JOB SITE :
 AREA:
 REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : HYDRAULIC SYSTEM
 COMP SERIAL NUM:
 COMPARTMENT MODEL :
 LABEL#:
 SHOP JOB NUM :
 SAMPLE TYPE: OIL
 SAMPLE SHIP TIME (days) : 5
 SAMPLE LOCATION :

Interp By: Scot Sorensen

**No Action
 Required**

The test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

LAB #

E070-52087-5385

PROCESS DATE 28-Mar-22

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|----|----|-----|----|----|-----|-----|
| 23-Mar-22 | E070-52087-5385 | 13117 | | Y | Y | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 5 | 10 | 0 | 458 | 33 | 0 | 559 | 709 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|---|
| 23-Mar-22 | E070-52087-5385 | 13117 | | CAT | | 10W | Y | Y | 8,300 | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|------|-----|-----|-----|-----|-----|-----|-----|----------|-----|
| 23-Mar-22 | E070-52087-5385 | Y | Y | 3515 | 540 | 159 | 71 | 37 | 22 | 5 | 1 | 19/16/13 | 7 |

Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

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Butler

CAT

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PHONE: (605) 693-4000
FAX: 605-693-5811
Email: rounds@roundsconstructioninc.

EQUIPMENT

EQUIP NUM: 813
SERIAL NUMBER: WTC00103
MODEL : 627K
MANUFACTURER : CAT
COMPANY NAME : Rounds Construction Co.
JOB SITE :
AREA:
REGION:

SAMPLE INFORMATION

COMPARTMENT NAME : TRANSMISSION POWER SHIFT REAR
COMP SERIAL NUM:
COMPARTMENT MODEL :
LABEL#:
SHOP JOB NUM :
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days) : 5
SAMPLE LOCATION :

Interp By: Scot Sorensen

No Action
Required

The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. If the oil and filter were changed as indicated on label then no further action is needed at this time.

LAB #

E070-52087-5429

PROCESS 28-Mar-22
DATE

WEAR/CONTAMINATION - ADDITIVES/FORMULATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID CHANGE | FILTER CHANGE | Cu | Fe | Cr | Ni | Ti | V | Pb | Sn | Al | Si | Na | K | Mo | B | Ba | Ca | Mg | Mn | P | Zn |
|-------------|-----------------|--------------|----------------|--------------|---------------|----|----|----|----|----|---|----|----|----|----|----|---|----|---|----|------|----|----|------|------|
| 23-Mar-22 | E070-52087-5429 | 13117 | | Y | Y | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 2 | 1 | 5 | 0 | 3320 | 19 | 0 | 1114 | 1384 |

OIL FORMULATION - OIL CONDITION - OIL CONTAMINATION

| SAMPLE DATE | SAMPLE ID | METER (HR) | METER ON FLUID | FLUID BRAND | FLUID TYPE | FLUID WEIGHT | FLUID CHANGE | FILTER CHANGE | V100 | A | W |
|-------------|-----------------|--------------|----------------|-------------|------------|--------------|--------------|---------------|-------|---|---|
| 23-Mar-22 | E070-52087-5429 | 13117 | | CAT | | 30 | Y | Y | 11.00 | N | N |

OIL CLEANLINESS

| SAMPLE DATE | SAMPLE ID | FLUID CHANGE | FILTER CHANGE | 4µ | 6µ | 10µ | 14µ | 18µ | 21µ | 38µ | 50µ | ISO | PQI |
|-------------|-----------------|--------------|---------------|-------|-----|-----|-----|-----|-----|-----|-----|----------|-----|
| 23-Mar-22 | E070-52087-5429 | Y | Y | 15980 | 330 | 104 | 51 | 25 | 16 | 4 | 1 | 21/16/13 | 8 |

A = Antifreeze, Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, ISO = ISO Rating, K = Potassium, Mg = Magnesium, Mn = Manganese, Mo = Molybdenum, Na = Sodium, Ni = Nickel, P = Phosphorus, PQI = Particle Quantifying Index, Si = Silicon, Sn = Tin, Ti = Titanium, V = Vanadium, V100 = Viscosity@100C, W = Water, Zn = Zinc

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User: H070

Catalog #:

627K Wheel Tractor Scraper, 2012
SN: 0WTC00103

Current Hours (SMU): 12914
Sale Date: 01/29/2015

Delivery Date: Unknown

Service History

| Service Date | Invoice Type | Hours | Description | Service Notes |
|--------------|--------------|-------|---------------------------------------|---|
| 11/27/2012 | Service | 231 | LOAD/UNLOAD MACHINE | COMPLAINT: UNLOAD MACHINE CAUSE: MACHINE WAS DELIVERED ON AN I-BEAM TRAILER. DRIVER NEEDED ASSISTANCE IN UNLOADING. CORRECTION: ASSIST DRIVER WITH SETTING THE MACHINE ON BLOCKS. HAD TO PULL THE TRAILER OUT FROM UNDER THE MACHINE. DRIVE MACHINE OFF THE BLOCKS. SENT SOME TIME HELPING THE DRIVER SET UP HIS TRAILER FOR RETURN TRIP. |
| 11/27/2012 | Service | 231 | PRODUCT PROGRAM UPDATE PT TRANS GUARD | COMPLAINT: REPLACE BOTTOM GUARD FOR DPF, AS PER CATERPILLAR. CAUSE: CATERPILLAR SUPPLIED PARTS AND INSTRUCTIONS FOR INSTALLATION. CORRECTION: REMOVED THE METAL GUARD. CUT OFF THE ANGLED BRACKETS, GRIND OFF THE WELDS, PAINT AREAS. SET NEW TUBE IN PLACE, MARK FOR THE CORRECT POSITION. |
| 11/27/2012 | Service | 231 | PRODUCT PROGRAM UPDATE HOOD | COMPLAINT: PERFORM UPDATE ON HOOD CAUSE: PERFORM WORK AS PER CATERPILLAR CORRECTION: REMOVED BRACKET FROM HOOD ASSEMBLY, WELD NUTS TO THE BOTTOM OF THE BRACKET, INSTALLED. |
| 11/27/2012 | Service | 231 | PERFORM SERVICE ON ENGINE | COMPLAINT: CHANGE ENGINE OIL ON BOTH ENGINE. CAUSE: AS PER CATERPILLAR. CORRECTION: DRAINED OIL ON BOTH ENGINES, PULLED CAT SAMPLES BEFORE DRAINING OIL. CHANGED ENGINE OIL FILTERS ON BOTH ENGINES. FILLED WITH OIL, RUN ENGINES, CHECK LEVELS, ALL WAS GOOD. |
| 11/27/2012 | Service | 231 | INSTALL PIPE,AIR | COMPLAINT: REPLACE REAR ENGINE AIR INLET CAP. CAUSE: UPDATED CAP, AS PER CATERPILLAR. CORRECTION: REMOVED THE OLD CAP, AND REPLACED WITH A NEW CAP AS NEEDED. |
| 11/27/2012 | Service | 231 | CLASSROOM TRAINING | COMPLAINT: CLASSROOM TRAINING CAUSE: MEETING WITH CATERPILLAR. CORRECTION: DONN AND I MEET WITH THE CATERPILLAR SUPPORT TEAM TO GO OVER THE NEW 627H FINAL MACHINE. THIS INCLUDED A SLIDE SHOW, AND Q&A. |
| 11/27/2012 | Service | 231 | SET UP MACHINE | COMPLAINT: SET-UP MACHINE. CAUSE: INSTALL ATTACHMENTS ON MACHINE A PER CATERPILLAR. CORRECTION: INSTALLED RADIOS, AND OTHER ATTACHMENTS SHIPPED LOOSE FROM CATERPILLAR. REPOSITION CUTTING EDGES, AND APRON LINK. |
| 11/27/2012 | Service | 231 | TOTAL MAINTENANCE & REP | |
| 11/27/2012 | Service | 231 | REPAIR MACHINE | COMPLAINT: MIS REPAIRS CAUSE: REPAIR A NUMBER OF MISCELLANEOUS ITEMS AS PER CATERPILLAR. CORRECTION: REWORK RIGHT CAB WINDOW SEAL, ADJUST ON STEPS, MOVE HARNESSES AND LINES TO PREVENT RUBBING AS PER CATERPILLAR. MOVE DEF COOLANT LINES, ON THE REAR ENGINE. OTHER MISCELLANEOUS REPAIRS. |
| 11/27/2012 | Service | 231 | TRANSPORT MACHINE | |
| 11/27/2012 | Service | 231 | TRAVEL TO/FROM MACHINE | |
| 11/27/2012 | Service | 231 | LOAD/UNLOAD MACHINE | COMPLAINT: UNLOAD MACHINE CAUSE: MACHINE WAS DELIVERED ON AN I-BEAM TRAILER. DRIVER NEEDED ASSISTANCE IN UNLOADING. CORRECTION: ASSIST DRIVER WITH SETTING THE MACHINE ON BLOCKS. HAD TO PULL THE TRAILER OUT FROM UNDER THE MACHINE. DRIVE MACHINE OFF THE BLOCKS. SENT SOME TIME HELPING THE DRIVER SET UP HIS TRAILER FOR RETURN TRIP. |
| 11/27/2012 | Service | 231 | PRODUCT PROGRAM UPDATE PT TRANS GUARD | COMPLAINT: REPLACE BOTTOM GUARD FOR DPF, AS PER CATERPILLAR. CAUSE: CATERPILLAR SUPPLIED PARTS AND INSTRUCTIONS FOR INSTALLATION. CORRECTION: REMOVED THE METAL GUARD. CUT OFF THE ANGLED BRACKETS, GRIND OFF THE WELDS, PAINT AREAS. SET NEW TUBE IN PLACE, MARK FOR THE CORRECT POSITION. |
| 11/27/2012 | Service | 231 | PRODUCT PROGRAM UPDATE HOOD | COMPLAINT: PERFORM UPDATE ON HOOD CAUSE: PERFORM WORK AS PER CATERPILLAR CORRECTION: REMOVED BRACKET FROM HOOD ASSEMBLY, WELD NUTS TO THE BOTTOM OF THE BRACKET, INSTALLED. |
| 11/27/2012 | Service | 231 | PERFORM SERVICE ON ENGINE | COMPLAINT: CHANGE ENGINE OIL ON BOTH ENGINE. CAUSE: AS PER CATERPILLAR. CORRECTION: DRAINED OIL ON BOTH ENGINES, PULLED CAT SAMPLES BEFORE DRAINING OIL. CHANGED ENGINE OIL FILTERS ON BOTH ENGINES. FILLED WITH OIL, RUN ENGINES, CHECK LEVELS, ALL WAS GOOD. |

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| 11/27/2012 | Service | 231 | INSTALL PIPE,AIR | COMPLAINT: REPLACE REAR ENGINE AIR INLET CAP. CAUSE: UPDATED CAP, AS PER CATERPILLAR. CORRECTION: REMOVED THE OLD CAP, AND REPLACED WITH A NEW CAP AS NEEDED. |
| 11/27/2012 | Service | 231 | CLASSROOM TRAINING | COMPLAINT: CLASSROOM TRAINING CAUSE: MEETING WITH CATERPILLAR. CORRECTION: DONN AND I MEET WITH THE CATERPILLAR SUPPORT TEAM TO GO OVER THE NEW 627H FINAL MACHINE. THIS INCLUDED A SLIDE SHOW, AND Q&A. |
| 11/27/2012 | Service | 231 | SET UP MACHINE | COMPLAINT: SET-UP MACHINE. CAUSE: INSTALL ATTACHMENTS ON MACHINE A PER CATERPILLAR. CORRECTION: INSTALLED RADIOS, AND OTHER ATTACHMENTS SHIPPED LOOSE FROM CATERPILLAR. REPOSITION CUTTING EDGES, AND APRON LINK. |
| 11/27/2012 | Service | 231 | TOTAL MAINTENANCE & REP | |
| 11/27/2012 | Service | 231 | REPAIR MACHINE | COMPLAINT: MIS REPAIRS CAUSE: REPAIR A NUMBER OF MISCELLANEOUS ITEMS AS PER CATERPILLAR. CORRECTION: REWORK RIGHT CAB WINDOW SEAL, ADJUST ON STEPS, MOVE HARNESSES AND LINES TO PREVENT RUBBING AS PER CATERPILLAR. MOVE DEF COOLANT LINES, ON THE REAR ENGINE. OTHER MISCELLANEOUS REPAIRS. |
| 11/27/2012 | Service | 231 | TRANSPORT MACHINE | |
| 11/27/2012 | Service | 231 | TRAVEL TO/FROM MACHINE | |
| 12/07/2012 | Service | 573 | TAKE&ANALYZE SOS SAMPLE COMPARTMENT FLUID LEVEL | |
| 12/07/2012 | Service | 573 | TRAVEL TO/FROM MACHINE | |
| 12/07/2012 | Service | 573 | TAKE&ANALYZE SOS SAMPLE COMPARTMENT FLUID LEVEL | |
| 12/07/2012 | Service | 573 | TRAVEL TO/FROM MACHINE | |
| 12/19/2012 | Service | 607 | TROUBLESHOOT MACHINE | |
| 12/19/2012 | Service | 607 | TRAVEL TO/FROM MACHINE | |
| 12/19/2012 | Service | 607 | TROUBLESHOOT MACHINE | |
| 12/19/2012 | Service | 607 | TRAVEL TO/FROM MACHINE | |
| 12/19/2012 | Service | 605 | REMOVE AND INSTALL CRANKCASE BREATHER | |
| 12/19/2012 | Service | 605 | REMOVE AND INSTALL CRANKCASE BREATHER | |
| 12/19/2012 | Service | 605 | TROUBLESHOOT FUEL SYSTEM | COMPLAINT: FUEL LEAK CAUSE: SUPPLY LINE LOOSE RESULTANT DAMAGE: LEAK CORRECTION: TRAVEL TO MACHINE. INSPECTED AND FOUND SUPPLY LINE TO PRIMARY FILTER LOOSE. TIGHTENED LINE. BLED FUEL SYSTEM. RUN ENGINE, NO LEAKS. CLENA UP AREA. FINISH PAPERWORK. |
| 12/19/2012 | Service | 605 | TROUBLESHOOT CLEAN EMISSIONS MODULE | |
| 12/19/2012 | Service | 605 | REPAIR FUEL TANK | |
| 12/19/2012 | Service | 605 | REPAIR MACHINE | |
| 12/19/2012 | Service | 605 | REPAIR STEP/LADDER | |
| 12/19/2012 | Service | 605 | TRAVEL TO/FROM MACHINE | |
| 12/19/2012 | Service | 605 | TROUBLESHOOT ENGINE | |
| 12/19/2012 | Service | 605 | TROUBLESHOOT FUEL SYSTEM | COMPLAINT: FUEL LEAK CAUSE: SUPPLY LINE LOOSE RESULTANT DAMAGE: LEAK CORRECTION: TRAVEL TO MACHINE. INSPECTED AND FOUND SUPPLY LINE TO PRIMARY FILTER LOOSE. TIGHTENED LINE. BLED FUEL SYSTEM. RUN ENGINE, NO LEAKS. CLENA UP AREA. FINISH PAPERWORK. |
| 12/19/2012 | Service | 605 | TROUBLESHOOT STOPLIGHT/TAILLIGHT | |
| 12/19/2012 | Service | 605 | TROUBLESHOOT CLEAN EMISSIONS MODULE | |
| 12/19/2012 | Service | 605 | REPAIR FUEL TANK | |
| 12/19/2012 | Service | 605 | REPAIR MACHINE | |
| 12/19/2012 | Service | 605 | REPAIR STEP/LADDER | |
| 12/19/2012 | Service | 605 | TRAVEL TO/FROM MACHINE | |
| 02/06/2013 | Service | 720 | PERFORM PM-3 1000 HOUR | COMPLAINT: PERFORM PM3 CAUSE: MACHINE WAS DUE FOR PM3 SERVICE RESULTANT DAMAGE: MACHINE NEEDED PM3 SERVICE DONE ON IT CORRECTION: RAN MACHINE AROUND, GOT DIFFERENTIALS AND FINALS WARM. PULLED SAMPLES ON FINALS AND DIFFERENTIALS. DROPPED REAR ENGINE OIL, CHANGED REAR ENGINE OIL FILTER, FUEL FILTERS, FRONT AND REAR AIR FILTERS, FILL BOTH ENGINES WITH OIL. TOP OFF COOLANT, LOOK OVER MACHINE FOR ANY ISSUES. START MACHINE AND CHECKED FLUIDS AGAIN WHEN FINISHED |
| 02/19/2013 | Service | 720 | TROUBLESHOOT ENGINE | |

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| 02/19/2013 | Service | 720 | TROUBLESHOOT STOPLIGHT/TAILLIGHT | |
| 02/19/2013 | Service | 720 | INSPECT MACHINE | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL BODY PANEL | |
| 02/19/2013 | Service | 720 | RESEAL UREA FLUID (DEF) | |
| 02/19/2013 | Service | 720 | INSPECT DIFFERENTIAL | |
| 02/19/2013 | Service | 720 | INSTALL WARNING/INDICATOR LIGHT | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL FUEL TANK | |
| 02/19/2013 | Service | 720 | RESEAL OIL FILLER PIPE/CAP | |
| 02/19/2013 | Service | 720 | REPAIR FUEL TANK | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL JOYSTICK | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL CUSHION-HITCH | |
| 02/19/2013 | Service | 720 | REPAIR CUSHION-HITCH | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL SEAT ASSEMBLY | |
| 02/19/2013 | Service | 720 | INSTALL ANTENNA | |
| 02/19/2013 | Service | 720 | WASH MACHINE | |
| 02/19/2013 | Service | 720 | REPLACE FUEL INJECTION PUMP | |
| 02/19/2013 | Service | 720 | REPLACE ANTI-SPIN CONTROL | |
| 02/19/2013 | Service | 720 | REPLACE BED ACCESS | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL UREA FLUID (DEF) | |
| 02/19/2013 | Service | 720 | TRAVEL TO/FROM MACHINE | |
| 02/19/2013 | Service | 720 | TROUBLESHOOT ENGINE | |
| 02/19/2013 | Service | 720 | TROUBLESHOOT STOPLIGHT/TAILLIGHT | |
| 02/19/2013 | Service | 720 | INSPECT MACHINE | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL BODY PANEL | |
| 02/19/2013 | Service | 720 | RESEAL UREA FLUID (DEF) | |
| 02/19/2013 | Service | 720 | INSPECT DIFFERENTIAL | |
| 02/19/2013 | Service | 720 | INSTALL WARNING/INDICATOR LIGHT | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL FUEL TANK | |
| 02/19/2013 | Service | 720 | RESEAL OIL FILLER PIPE/CAP | |
| 02/19/2013 | Service | 720 | REPAIR FUEL TANK | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL JOYSTICK | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL CUSHION-HITCH | |
| 02/19/2013 | Service | 720 | REPAIR CUSHION-HITCH | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL SEAT ASSEMBLY | |
| 02/19/2013 | Service | 720 | INSTALL ANTENNA | |
| 02/19/2013 | Service | 720 | WASH MACHINE | |
| 02/19/2013 | Service | 720 | REPLACE FUEL INJECTION PUMP | |
| 02/19/2013 | Service | 720 | REPLACE ANTI-SPIN CONTROL | |
| 02/19/2013 | Service | 720 | REPLACE BED ACCESS | |
| 02/19/2013 | Service | 720 | REMOVE AND INSTALL UREA FLUID (DEF) | |
| 02/19/2013 | Service | 720 | TRAVEL TO/FROM MACHINE | |
| 02/22/2013 | Service | 735 | TROUBLESHOOT ENGINE | COMPLAINT: REAR ENGINE QUIT CAUSE: LOOSE SUCTION LINE ON THE TRANSFER PUMP RESULTANT DAMAGE: SUCKED AIR CORRECTION: LOAD UP TOOLING. TRAVEL TO MACHINE. CONNECTED AND DOWNLOADED. CODE FOR LOW FUEL PRESSURE. INSPECTED AND FOUND A FUEL LEAK. FITTING LOOSE ON BACK OF TRANSFER PUMP. REMOVED HOSE AND REPLACED O-RING. RE INSTALLED AND TIGHTENED. PRIMED FUEL SYSTEM. STARTED ENGINE. CLEARED CODES. OPERATED MACHINE. HAULED SEVERAL LOADS AND NO CODES OR PROBLEMS. |
| 02/22/2013 | Service | 735 | TRAVEL TO/FROM MACHINE | |
| 02/22/2013 | Service | 735 | TROUBLESHOOT ENGINE | |
| 02/22/2013 | Service | 735 | TRAVEL TO/FROM MACHINE | |

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| 02/22/2013 | Service | 746 | START/START-UP MACHINE | COMPLAINT: WANTED MACHINE STARTED SO THEY CAN WATCH THROUGH OUT THE NIGHT RESULTANT DAMAGE: DEAD BATTERIES. CORRECTION: TRAVEL TO MACHINE. TRIED TO START, COMPLETELY DEAD. NO OTHER MACHINE AROUND TO USE TO JUMP START. TROTTERS MECHANIC SWUNG BY TO JUMP START MACHINE WITH HIS SERVICE TRUCK. HAD TO LEAVE CONNECTED FOR VERY LONG TIME TO HAVE ENOUGH CHARGE TO CRANK ENGINE OVER. ONCE STARTED LET MACHINE WARM UP TO CHARGE SYSTEM. SHUT OFF AND STARTED AGAIN TO MAKE SURE THAT IT WILL START AGAIN FOR PETER WITH CATERPILLAR. CLEAN UP AREA. FINISH PAPERWORK. |
| 02/22/2013 | Service | 746 | REPLACE TRANSMISSION OIL FILTER | COMPLAINT: WANTED TRANSMISSION FILTER CHANGED CAUSE: DUE CORRECTION: TRAVEL UP TO MACHINE. REPLACED ELEMENT. RUN MACHINE NO LEAKS. CLEAN UP AREA. FINISH PAPERWORK. |
| 02/22/2013 | Service | 746 | TRAVEL TO/FROM MACHINE | |
| 02/25/2013 | Service Credit | 746 | START/START-UP MACHINE | COMPLAINT: WANTED MACHINE STARTED SO THEY CAN WATCH THROUGH OUT THE NIGHT RESULTANT DAMAGE: DEAD BATTERIES. CORRECTION: TRAVEL TO MACHINE. TRIED TO START, COMPLETELY DEAD. NO OTHER MACHINE AROUND TO USE TO JUMP START. TROTTERS MECHANIC SWUNG BY TO JUMP START MACHINE WITH HIS SERVICE TRUCK. HAD TO LEAVE CONNECTED FOR VERY LONG TIME TO HAVE ENOUGH CHARGE TO CRANK ENGINE OVER. ONCE STARTED LET MACHINE WARM UP TO CHARGE SYSTEM. SHUT OFF AND STARTED AGAIN TO MAKE SURE THAT IT WILL START AGAIN FOR PETER WITH CATERPILLAR. CLEAN UP AREA. FINISH PAPERWORK. |
| 02/25/2013 | Service Credit | 746 | REPLACE TRANSMISSION OIL FILTER | COMPLAINT: WANTED TRANSMISSION FILTER CHANGED CAUSE: DUE CORRECTION: TRAVEL UP TO MACHINE. REPLACED ELEMENT. RUN MACHINE NO LEAKS. CLEAN UP AREA. FINISH PAPERWORK. |
| 02/25/2013 | Service Credit | 746 | TRAVEL TO/FROM MACHINE | |
| 02/26/2013 | Service | 746 | START/START-UP MACHINE | COMPLAINT: WANTED MACHINE STARTED SO THEY CAN WATCH THROUGH OUT THE NIGHT RESULTANT DAMAGE: DEAD BATTERIES. CORRECTION: TRAVEL TO MACHINE. TRIED TO START, COMPLETELY DEAD. NO OTHER MACHINE AROUND TO USE TO JUMP START. TROTTERS MECHANIC SWUNG BY TO JUMP START MACHINE WITH HIS SERVICE TRUCK. HAD TO LEAVE CONNECTED FOR VERY LONG TIME TO HAVE ENOUGH CHARGE TO CRANK ENGINE OVER. ONCE STARTED LET MACHINE WARM UP TO CHARGE SYSTEM. SHUT OFF AND STARTED AGAIN TO MAKE SURE THAT IT WILL START AGAIN FOR PETER WITH CATERPILLAR. CLEAN UP AREA. FINISH PAPERWORK. |
| 02/26/2013 | Service | 746 | REPLACE TRANSMISSION OIL FILTER | COMPLAINT: WANTED TRANSMISSION FILTER CHANGED CAUSE: DUE CORRECTION: TRAVEL UP TO MACHINE. REPLACED ELEMENT. RUN MACHINE NO LEAKS. CLEAN UP AREA. FINISH PAPERWORK. |
| 02/26/2013 | Service | 746 | TRAVEL TO/FROM MACHINE | |
| 02/26/2013 | Service | 746 | START/START-UP MACHINE | COMPLAINT: WANTED MACHINE STARTED SO THEY CAN WATCH THROUGH OUT THE NIGHT RESULTANT DAMAGE: DEAD BATTERIES. CORRECTION: TRAVEL TO MACHINE. TRIED TO START, COMPLETELY DEAD. NO OTHER MACHINE AROUND TO USE TO JUMP START. TROTTERS MECHANIC SWUNG BY TO JUMP START MACHINE WITH HIS SERVICE TRUCK. HAD TO LEAVE CONNECTED FOR VERY LONG TIME TO HAVE ENOUGH CHARGE TO CRANK ENGINE OVER. ONCE STARTED LET MACHINE WARM UP TO CHARGE SYSTEM. SHUT OFF AND STARTED AGAIN TO MAKE SURE THAT IT WILL START AGAIN FOR PETER WITH CATERPILLAR. CLEAN UP AREA. FINISH PAPERWORK. |
| 02/26/2013 | Service | 746 | REPLACE TRANSMISSION OIL FILTER | COMPLAINT: WANTED TRANSMISSION FILTER CHANGED CAUSE: DUE CORRECTION: TRAVEL UP TO MACHINE. REPLACED ELEMENT. RUN MACHINE NO LEAKS. CLEAN UP AREA. FINISH PAPERWORK. |
| 02/26/2013 | Service | 746 | TRAVEL TO/FROM MACHINE | |
| 03/01/2013 | Service | 781 | TROUBLESHOOT HYDRAULIC SYSTEM | COMPLAINT: OIL COMING FROM BELLY PAN. CAUSE: O-RING INCORRECTLY PLACED RESULTANT DAMAGE: O-RING ON BRAKE LINE PINCHED CORRECTION: TRAVEL TO MACHINE. INSPECTED AND FOUND LEAK. HAD TO DROP BELLY PAN. PULL VACUUM ON SYSTEM. REMOVE LINE AND FOUND O-RING CUT. INSTALLED NEW O-RING AND PUT LINE BACK ON. RUN MACHINE NO LEAKS. CLEANED UP MESS. PUT BELLY PAN BACK UP. TOPPED OFF HYDRAULIC OIL. CLEAN UP AREA. |
| 03/01/2013 | Service | 781 | TRAVEL TO/FROM MACHINE | |

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| 03/01/2013 | Service | 781 | TROUBLESHOOT HYDRAULIC SYSTEM | COMPLAINT: OIL COMING FROM BELLY PAN. CAUSE: O-RING INCORRECTLY PLACED RESULTANT DAMAGE: O-RING ON BRAKE LINE PINCHED CORRECTION: TRAVEL TO MACHINE. INSPECTED AND FOUND LEAK. HAD TO DROP BELLY PAN. PULL VACUUM ON SYSTEM. REMOVE LINE AND FOUND O-RING CUT. INSTALLED NEW O-RING AND PUT LINE BACK ON. RUN MACHINE NO LEAKS. CLEANED UP MESS. PUT BELLY PAN BACK UP. TOPPED OFF HYDRAULIC OIL. CLEAN UP AREA. |
| 03/01/2013 | Service | 781 | TRAVEL TO/FROM MACHINE | |
| 04/03/2013 | Service | 0 | UNFAILED WORKMANS COMP. | |
| 04/03/2013 | Service | 0 | UNFAILED WORKMANS COMP. | |
| 05/31/2013 | Service | 0 | REPAIR* ZONE TWO | REPAIR PROCESS COMMENTS: 3/19/13 UNLOAD MACHINE AND PUT IN SHOP. REPAIR PROCESS COMMENTS: 3/27/13 ORDER PARTS TO REPAIR DAMAGED REAR SCRAPER STEPS FOR BOTH SIDES. 3/28/13 ORDER 6K5290 & 6K5291 CLAMPS TO REPLACE BROKEN P-CLIP ON 386-2468 TUBE. LOAD AND UNLOAD MACHINE, PUT ON AND OFF STANDS. MISSING PARTS WERE ORDERED ON THIS SEGMENT. BOTH FRONT INSIDE FENDERS WERE ORDER AND INSTALLED. ALTERNATOR WAS ORDER AND INSTALLED. |
| 05/31/2013 | Service | 0 | CLEAN. MACHINE | REPAIR PROCESS COMMENTS: CLEAN MACHINE AT THE RENTAL STORE. |
| 05/31/2013 | Service | 0 | PERFORM PM-3 1000 HOUR | CUSTOMER COMPLAINT: PERFORM 1000 HOUR SERVICE CAUSE OF FAILURE: NO FAILURE RESULTANT DAMAGE: NO DAMAGE REPAIR PROCESS COMMENTS: REPLACED THE FOLLOWING FILTERS ON THE TRACTOR: ENGINE OIL 1R-1808, ENGINE AIR 290-1935 AND 290-1936, ENGINE FUEL 326-1643 AND 1R-0749, DIFFERENTIAL BREATHER 258-2829, TRANSMISSION OIL 337-5270, HYDRAULIC FILTERS 295-6257 AND 243-3758, CAB AIR 326-7963 AND 268-6704. CHANGED THE FOLLOWING FLUIDS ON THE TRACTOR: ENGINE OIL, HYDRAULIC, TRANSMISSION, DIFFERENTIAL, AND FINAL DRIVES. REPLACED THE FOLLOWING FILTERS ON THE SCRAPER: ENGINE OIL 1R-1808, ENGINE AIR 290-1935 AND 290-1936, ENGINE FUEL 326-1643 AND 1R-0749, DIFFERENTIAL BREATHER 258-2829, TRANSMISSION OIL 343-4464. CHANGED THE FOLLOWING FLUIDS ON THE SCRAPER: ENGINE OIL, TRANSMISSION, BRAKE COOLING, DIFFERENTIAL, AND FINAL DRIVES. NOTE: SEVERAL OF THE FILTERS HAD PREVIOUSLY BEEN TIGHTENED WITH A FILTER WRENCH AND WERE SEIZED ON MAKING REMOVAL VERY DIFFICULT. ALSO DIRT HAD BEEN BYPASSING THE SCRAPER ENGINE AI |
| 05/31/2013 | Service | 0 | INSTALL STEERING SYSTEM | REPAIR PROCESS COMMENTS: REMOVE COMPLETE STEERING SYSTEM WHICH INCLUDES CYLINDERS, HOSES, TUBES, VALVES, PUMP AND INSTALL WITH HIGH SPEED STEERING. CUT OFF MOUNT PLATES AND WELD BOSS. WELD NEW BOSS AND MOUNT PLATES. |
| 05/31/2013 | Service | 0 | TRAVEL TO/FROM MACHINE | |
| 05/31/2013 | Service | 0 | REPAIR* ZONE TWO | REPAIR PROCESS COMMENTS: 3/19/13 UNLOAD MACHINE AND PUT IN SHOP. REPAIR PROCESS COMMENTS: 3/27/13 ORDER PARTS TO REPAIR DAMAGED REAR SCRAPER STEPS FOR BOTH SIDES. 3/28/13 ORDER 6K5290 & 6K5291 CLAMPS TO REPLACE BROKEN P-CLIP ON 386-2468 TUBE. LOAD AND UNLOAD MACHINE, PUT ON AND OFF STANDS. MISSING PARTS WERE ORDERED ON THIS SEGMENT. BOTH FRONT INSIDE FENDERS WERE ORDER AND INSTALLED. ALTERNATOR WAS ORDER AND INSTALLED. |
| 05/31/2013 | Service | 0 | CLEAN. MACHINE | REPAIR PROCESS COMMENTS: CLEAN MACHINE AT THE RENTAL STORE. |

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| 05/31/2013 | Service | 0 | PERFORM PM-3 1000 HOUR | CUSTOMER COMPLAINT: PERFORM 1000 HOUR SERVICE CAUSE OF FAILURE: NO FAILURE RESULTANT DAMAGE: NO DAMAGE REPAIR PROCESS COMMENTS: REPLACED THE FOLLOWING FILTERS ON THE TRACTOR: ENGINE OIL 1R-1808, ENGINE AIR 290-1935 AND 290-1936, ENGINE FUEL 326-1643 AND 1R-0749, DIFFERENTIAL BREATHER 258-2829, TRANSMISSION OIL 337-5270, HYDRAULIC FILTERS 295-6257 AND 243-3758, CAB AIR 326-7963 AND 268-6704. CHANGED THE FOLLOWING FLUIDS ON THE TRACTOR: ENGINE OIL, HYDRAULIC, TRANSMISSION, DIFFERENTIAL, AND FINAL DRIVES. REPLACED THE FOLLOWING FILTERS ON THE SCRAPER: ENGINE OIL 1R-1808, ENGINE AIR 290-1935 AND 290-1936, ENGINE FUEL 326-1643 AND 1R-0749, DIFFERENTIAL BREATHER 258-2829, TRANSMISSION OIL 343-4464. CHANGED THE FOLLOWING FLUIDS ON THE SCRAPER: ENGINE OIL, TRANSMISSION, BRAKE COOLING, DIFFERENTIAL, AND FINAL DRIVES. NOTE: SEVERAL OF THE FILTERS HAD PREVIOUSLY BEEN TIGHTENED WITH A FILTER WRENCH AND WERE SEIZED ON MAKING REMOVAL VERY DIFFICULT. ALSO DIRT HAD BEEN BYPASSING THE SCRAPER ENGINE AI |
| 05/31/2013 | Service | 0 | INSTALL STEERING SYSTEM | REPAIR PROCESS COMMENTS: REMOVE COMPLETE STEERING SYSTEM WHICH INCLUDES CYLINDERS, HOSES, TUBES, VALVES, PUMP AND INSTALL WITH HIGH SPEED STEERING. CUT OFF MOUNT PLATES AND WELD BOSS. WELD NEW BOSS AND MOUNT PLATES. |
| 05/31/2013 | Service | 0 | TRAVEL TO/FROM MACHINE | |
| 05/31/2013 | Service | 803 | UNDERCARRIAGE MAINTENANCE UPS SYSTEM | CUSTOMER COMPLAINT: REWORK FOR WHEEL SPEED SENSORS ON TRACTOR CAUSE OF FAILURE: NO FAILURE RESULTANT DAMAGE: NO DAMAGE REPAIR PROCESS COMMENTS: FRONT AXLE SHAFTS AND WHEEL ASSEMBLIES WERE REMOVED TO GAIN ACCESS TO THE SPEED SENSOR. SENSORS WERE REMOVED THE FRAME AND TONE RINGS WERE REMOVED. A TEST PLATE WAS USED TO DRILL TESTING HOLES USING THE TEMPLATE, A MAG DRILL WAS USED TO DRILL THE TEST HOLES, MAG DRILL WAS RENTED FROM OUR RENTAL DEPARTMENT. ONCE DEPTHS WERE GAUGED THE BRONZE BEARING WAS SCRIBED FOR LOCATION AND THE MOUNTING BOLTS WERE INSTALLED TO HOLD THE BEARING FROM MOVEMENT. THE TEMPLATE WAS SECURED TO THE LEFT SIDE OF THE MACHINE. DIFFERENT ARBORS WERE FABRICATED AT THE CAT PLANT TO CHUCK UP THE 3/4 DRILL CHUCK INTO A 1/2 HAND DRILL. DRILL AND REAMED ALL THREE HOLES USING THE SUPPLIED TOOLING FROM CAT. MEASUREMENTS WERE TAKING OFTEN, DURING AND AFTER EACH STEP OF THE MACHINING PROCESS. REMOVED THE TEMPLATE AND SECURED IT TO THE RIGHT SIDE AND FOLLOWED THE SAME PROCEDURE |
| 05/31/2013 | Service | 803 | INSPECT CLUTCH PLATE | REPAIR PROCESS COMMENTS: REPLACE CENTRIFUGAL CLUTCH. |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL BATTERY BOX/SUPPORT | REPAIR PROCESS COMMENTS: REMOVED BATTERY BOX AND LINE OUT TO DRILL 10 HOLES TO MOUNT NEW BOX TO FENDER. DRILL 10 HOLES IN FENDER AND WELD ON 8 WELD NUTS. REMOVE 2 WELD ON BOSS AND WELD ONE NEW BOSS IN A DIFFERENT LOCATION. CLEAN AND PAINT. ASSEMBLE NEW BATTERY BOX AND INSTALL. |
| 05/31/2013 | Service | 803 | PERFORM REGENERATION | |
| 05/31/2013 | Service | 803 | PERFORM WIRING HARNESS | REPAIR PROCESS COMMENTS: REMOVE HARNESS FROM IMPLEMENT CONTROL VALVE AND INSTALL CORRECT ONE. |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL HOOD | |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL FENDER | |
| 05/31/2013 | Service | 803 | REMOVE UPS SYSTEM | |
| 05/31/2013 | Service | 803 | INSTALL UPS SYSTEM | |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL PRECLEANER/DUST EJECTOR | CUSTOMER COMPLAINT: PRE-CLEANER NEEDS RE-LOCATED CAUSE OF FAILURE: NA RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: DRILLED HOLES AS PER CAT SPECS AND RE MOUNTED THE PRE-CLEANER. |
| 05/31/2013 | Service | 803 | TOP END OVERHAUL DIESEL HYDRAULIC CONTROL VALVE | REPAIR PROCESS COMMENTS: REPLACE PARTS IN THE ANTI-DRIFT VALVE. |
| 05/31/2013 | Service | 803 | PERFORM REGENERATION | |
| 05/31/2013 | Service | 803 | REPAIR* DASH | |

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| 05/31/2013 | Service | 803 | REPAIR* NON-ROPS CAB | CUSTOMER COMPLAINT: CAB IS IN PIECES CAUSE OF FAILURE: PPG GUY DISASSEMBLED RESULTANT DAMAGE: CAB IS NON FUNCTIONAL REPAIR PROCESS COMMENTS: DRILLED HOLE AND WELDED IN A NEW CLIP AS PER CATERPILLAR SPECS. ASSEMBLED ALL THE PANELING IN THE CAB. SOME NEW SCREWS HAD TO BE USED TO REPLACE MISSING ONES. INSTALLED MISSING FUSES. CLEANED THE DIRT FROM THE CAB. |
| 05/31/2013 | Service | 803 | REPLACE DECALS | CUSTOMER COMPLAINT: DECALS ARE PEELING CAUSE OF FAILURE: WRONG INSTALLATION PROCESS RESULTANT DAMAGE: DECALS FALLING OFF REPAIR PROCESS COMMENTS: REMOVED OLD DECALS. CLEANED GLUE OFF. SAND AND PAINTED SEVERAL SURFACES. CLEANED ALL SURFACES. INSTALLED DECALS AS PER THE ENGINEERS INSTRUCTIONS. |
| 05/31/2013 | Service | 803 | REPLACE GUARDS | |
| 05/31/2013 | Service | 803 | REPLACE LIGHTS | |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL CUSHION HITCH VALVE | REPAIR PROCESS COMMENTS: REMOVE AND DISASSEMBLE CUSHION VALVE FOR INSPECTION. REPLACE DAMAGED SPRING AND ASSEMBLE VALVE. SHIP VALVE TO TEXAS FOR REPLACEMENT OF BAD VALVE THERE. RECEIVE NEW VALVE AND INSTALL. |
| 05/31/2013 | Service | 803 | TOP END OVERHAUL DIESEL STARTING SYSTEM | REPAIR PROCESS COMMENTS: WELD BOSS OF RIGHT SCRAPER FENDER AND USE P-CLIP TO HOLD POSITIVE BATTERY CABLE. |
| 05/31/2013 | Service | 803 | TRAVEL TO/FROM MACHINE | |
| 05/31/2013 | Service | 803 | UNDERCARRIAGE MAINTENANCE UPS SYSTEM | CUSTOMER COMPLAINT: REWORK FOR WHEEL SPEED SENSORS ON TRACTOR CAUSE OF FAILURE: NO FAILURE RESULTANT DAMAGE: NO DAMAGE REPAIR PROCESS COMMENTS: FRONT AXLE SHAFTS AND WHEEL ASSEMBLIES WERE REMOVED TO GAIN ACCESS TO THE SPEED SENSOR. SENSORS WERE REMOVED THE FRAME AND TONE RINGS WERE REMOVED. A TEST PLATE WAS USED TO DRILL TESTING HOLES USING THE TEMPLATE, A MAG DRILL WAS USED TO DRILL THE TEST HOLES, MAG DRILL WAS RENTED FROM OUR RENTAL DEPARTMENT. ONCE DEPTHS WERE GAUGED THE BRONZE BEARING WAS SCRIBED FOR LOCATION AND THE MOUNTING BOLTS WERE INSTALLED TO HOLD THE BEARING FROM MOVEMENT. THE TEMPLATE WAS SECURED TO THE LEFT SIDE OF THE MACHINE. DIFFERENT ARBORS WERE FABRICATED AT THE CAT PLANT TO CHUCK UP THE 3/4 DRILL CHUCK INTO A 1/2 HAND DRILL. DRILL AND REAMED ALL THREE HOLES USING THE SUPPLIED TOOLING FROM CAT. MEASUREMENTS WERE TAKING OFTEN, DURING AND AFTER EACH STEP OF THE MACHINING PROCESS. REMOVED THE TEMPLATE AND SECURED IT TO THE RIGHT SIDE AND FOLLOWED THE SAME PROCEDURE |
| 05/31/2013 | Service | 803 | INSPECT CLUTCH PLATE | REPAIR PROCESS COMMENTS: REPLACE CENTRIFUGAL CLUTCH. |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL BATTERY BOX/SUPPORT | REPAIR PROCESS COMMENTS: REMOVED BATTERY BOX AND LINE OUT TO DRILL 10 HOLES TO MOUNT NEW BOX TO FENDER. DRILL 10 HOLES IN FENDER AND WELD ON 8 WELD NUTS. REMOVE 2 WELD ON BOSS AND WELD ONE NEW BOSS IN A DIFFERENT LOCATION. CLEAN AND PAINT. ASSEMBLE NEW BATTERY BOX AND INSTALL. |
| 05/31/2013 | Service | 803 | PERFORM REGENERATION | |
| 05/31/2013 | Service | 803 | PERFORM WIRING HARNESS | REPAIR PROCESS COMMENTS: REMOVE HARNESS FROM IMPLEMENT CONTROL VALVE AND INSTALL CORRECT ONE. |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL HOOD | |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL FENDER | |
| 05/31/2013 | Service | 803 | REMOVE UPS SYSTEM | |
| 05/31/2013 | Service | 803 | INSTALL UPS SYSTEM | |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL PRECLEANER/DUST EJECTOR | CUSTOMER COMPLAINT: PRE-CLEANER NEEDS RE-LOCATED CAUSE OF FAILURE: NA RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: DRILLED HOLES AS PER CAT SPECS AND RE MOUNTED THE PRE-CLEANER. |
| 05/31/2013 | Service | 803 | TOP END OVERHAUL DIESEL HYDRAULIC CONTROL VALVE | REPAIR PROCESS COMMENTS: REPLACE PARTS IN THE ANTI-DRIFT VALVE. |
| 05/31/2013 | Service | 803 | PERFORM REGENERATION | |
| 05/31/2013 | Service | 803 | REPAIR* DASH | |

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| 05/31/2013 | Service | 803 | REPAIR* NON-ROPS CAB | CUSTOMER COMPLAINT: CAB IS IN PIECES CAUSE OF FAILURE: PPG GUY DISASSEMBLED RESULTANT DAMAGE: CAB IS NON FUNCTIONAL REPAIR PROCESS COMMENTS: DRILLED HOLE AND WELDED IN A NEW CLIP AS PER CATERPILLAR SPECS. ASSEMBLED ALL THE PANELING IN THE CAB. SOME NEW SCREWS HAD TO BE USED TO REPLACE MISSING ONES. INSTALLED MISSING FUSES. CLEANED THE DIRT FROM THE CAB. |
| 05/31/2013 | Service | 803 | REPLACE DECALS | CUSTOMER COMPLAINT: DECALS ARE PEELING CAUSE OF FAILURE: WRONG INSTALLATION PROCESS RESULTANT DAMAGE: DECALS FALLING OFF REPAIR PROCESS COMMENTS: REMOVED OLD DECALS. CLEANED GLUE OFF. SAND AND PAINTED SEVERAL SURFACES. CLEANED ALL SURFACES. INSTALLED DECALS AS PER THE ENGINEERS INSTRUCTIONS. |
| 05/31/2013 | Service | 803 | REPLACE GUARDS | |
| 05/31/2013 | Service | 803 | REPLACE LIGHTS | |
| 05/31/2013 | Service | 803 | REMOVE AND INSTALL CUSHION HITCH VALVE | REPAIR PROCESS COMMENTS: REMOVE AND DISASSEMBLE CUSHION VALVE FOR INSPECTION. REPLACE DAMAGED SPRING AND ASSEMBLE VALVE. SHIP VALVE TO TEXAS FOR REPLACEMENT OF BAD VALVE THERE. RECEIVE NEW VALVE AND INSTALL. |
| 05/31/2013 | Service | 803 | TOP END OVERHAUL DIESEL STARTING SYSTEM | REPAIR PROCESS COMMENTS: WELD BOSS OF RIGHT SCRAPER FENDER AND USE P-CLIP TO HOLD POSITIVE BATTERY CABLE. |
| 05/31/2013 | Service | 803 | TRAVEL TO/FROM MACHINE | |
| 05/31/2013 | Service | 0 | REMOVE AND INSTALL PARKING/SECONDARY BRAKE | REPAIR PROCESS COMMENTS: REMOVE FAN/BRAKE CONTROL VALVE, MOUNT HOSES AND TUBES. REPLACED WITH NEW. REMOVE BRAKE ASSEMBLIES FROM ALL FOUR WHEELS AND REPLACE. |
| 05/31/2013 | Service | 0 | REMOVE AND INSTALL PARKING/SECONDARY BRAKE | REPAIR PROCESS COMMENTS: REMOVE FAN/BRAKE CONTROL VALVE, MOUNT HOSES AND TUBES. REPLACED WITH NEW. REMOVE BRAKE ASSEMBLIES FROM ALL FOUR WHEELS AND REPLACE. |
| 06/19/2013 | Service | 0 | REMOVE* USE CODE 3052 | REPAIR PROCESS COMMENTS: ALAN, THIS BILL IS FOR SHIPPING CHARGES ON THE CLUTCH THAT BOYD PETERS REQUESTED. |
| 06/19/2013 | Service | 0 | REMOVE* USE CODE 3052 | REPAIR PROCESS COMMENTS: ALAN, THIS BILL IS FOR SHIPPING CHARGES ON THE CLUTCH THAT BOYD PETERS REQUESTED. |
| 06/22/2013 | Service | 0 | ASSEMBLE MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 6/3 HELPED ASSEMBLE THE MACHINE AFTER TRANSPORT. MET WITH THE ENGINEERS, INSPECTED AND TEST OPERATED THE MACHINE. |
| 06/22/2013 | Service | 0 | TRAVEL TO/FROM. | FOX LAYDOWN YARD KOKOMO |
| 07/11/2013 | Service | 956 | FIELD REMOVE & INSTALL STEERING CYLINDER | COMPLAINT: BOTH STEERING CYLINDERS LEAK OUT THE ROD SEALS. CORRECTION: 6/20 REPLACED BOTH LEAKING STEERING CYLINDERS. 6/21 PACKED AND SHIPPED OLD CYLINDERS TO JOLIET PER INSTRUCTION. |
| 07/11/2013 | Service | 956 | TRAVEL TO/FROM. | 1RT:LAF STR-KOKOMO INDIANA |
| 07/11/2013 | Service | 956 | REPAIR HYDRAULIC SYSTEM, HYDRAULIC LEAK | CORRECTION: 6/20 FOUND 432-8898 HYDRAULIC RETURN TUBE LEAKING AT A FITTING. FOUND THE FITTING LOOSE. PART OF 432-8902 CONTROL GP. PULLED A VACUUM ON THE HYDRAULIC OIL TANK AND DISASSEMBLED THE CONNECTION. FOUND THE O-RING OK. REASSEMBLED THE CONNECTION AND CHECKED FOR LEAKS--OK. |
| 07/31/2013 | Service Credit | 956 | FIELD REMOVE & INSTALL STEERING CYLINDER | COMPLAINT: BOTH STEERING CYLINDERS LEAK OUT THE ROD SEALS. CORRECTION: 6/20 REPLACED BOTH LEAKING STEERING CYLINDERS. 6/21 PACKED AND SHIPPED OLD CYLINDERS TO JOLIET PER INSTRUCTION. |
| 07/31/2013 | Service Credit | 956 | TRAVEL TO/FROM. | 1RT:LAF STR-KOKOMO INDIANA |
| 07/31/2013 | Service Credit | 956 | REPAIR HYDRAULIC SYSTEM, HYDRAULIC LEAK | CORRECTION: 6/20 FOUND 432-8898 HYDRAULIC RETURN TUBE LEAKING AT A FITTING. FOUND THE FITTING LOOSE. PART OF 432-8902 CONTROL GP. PULLED A VACUUM ON THE HYDRAULIC OIL TANK AND DISASSEMBLED THE CONNECTION. FOUND THE O-RING OK. REASSEMBLED THE CONNECTION AND CHECKED FOR LEAKS--OK. |
| 08/15/2013 | Service | 956 | FIELD REMOVE & INSTALL STEERING CYLINDER | COMPLAINT: BOTH STEERING CYLINDERS LEAK OUT THE ROD SEALS. CORRECTION: 6/20 REPLACED BOTH LEAKING STEERING CYLINDERS. 6/21 PACKED AND SHIPPED OLD CYLINDERS TO JOLIET PER INSTRUCTION. |
| 08/15/2013 | Service | 956 | TRAVEL TO/FROM. | 1RT:LAF STR-KOKOMO INDIANA |
| 08/15/2013 | Service | 956 | REPAIR HYDRAULIC SYSTEM, HYDRAULIC LEAK | CORRECTION: 6/20 FOUND 432-8898 HYDRAULIC RETURN TUBE LEAKING AT A FITTING. FOUND THE FITTING LOOSE. PART OF 432-8902 CONTROL GP. PULLED A VACUUM ON THE HYDRAULIC OIL TANK AND DISASSEMBLED THE CONNECTION. FOUND THE O-RING OK. REASSEMBLED THE CONNECTION AND CHECKED FOR LEAKS--OK. |

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| 08/15/2013 | Service | 956 | FIELD REMOVE & INSTALL STEERING CYLINDER | COMPLAINT: BOTH STEERING CYLINDERS LEAK OUT THE ROD SEALS. CORRECTION: 6/20 REPLACED BOTH LEAKING STEERING CYLINDERS. 6/21 PACKED AND SHIPPED OLD CYLINDERS TO JOLIET PER INSTRUCTION. |
| 08/15/2013 | Service | 956 | TRAVEL TO/FROM. | 1RT:LAF STR-KOKOMO INDIANA |
| 08/15/2013 | Service | 956 | REPAIR HYDRAULIC SYSTEM, HYDRAULIC LEAK | CORRECTION: 6/20 FOUND 432-8898 HYDRAULIC RETURN TUBE LEAKING AT A FITTING. FOUND THE FITTING LOOSE. PART OF 432-8902 CONTROL GP. PULLED A VACUUM ON THE HYDRAULIC OIL TANK AND DISASSEMBLED THE CONNECTION. FOUND THE O-RING OK. REASSEMBLED THE CONNECTION AND CHECKED FOR LEAKS—OK. |
| 09/11/2013 | Parts | 0 | | |
| 09/12/2013 | Parts | 0 | | |
| 10/04/2013 | Service Credit | 0 | ASSEMBLE MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 6/3 HELPED ASSEMBLE THE MACHINE AFTER TRANSPORT. MET WITH THE ENGINEERS, INSPECTED AND TEST OPERATED THE MACHINE. |
| 10/04/2013 | Service Credit | 0 | TRAVEL TO/FROM. | FOX LAYDOWN YARD KOKOMO |
| 10/07/2013 | Service | 1050 | ASSEMBLE MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 6/3 HELPED ASSEMBLE THE MACHINE AFTER TRANSPORT. MET WITH THE ENGINEERS, INSPECTED AND TEST OPERATED THE MACHINE. |
| 10/07/2013 | Service | 1050 | TRAVEL TO/FROM. | FOX LAYDOWN YARD KOKOMO |
| 10/07/2013 | Service | 1050 | ASSEMBLE MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 6/3 HELPED ASSEMBLE THE MACHINE AFTER TRANSPORT. MET WITH THE ENGINEERS, INSPECTED AND TEST OPERATED THE MACHINE. |
| 10/07/2013 | Service | 1050 | TRAVEL TO/FROM. | FOX LAYDOWN YARD KOKOMO |
| 10/09/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 6/4 INSPECTED MACHINE, TALKED WITH THE OPERATOR AND MONITORED PERFORMANCE DURING INITIAL TRIAL AT THE KOKOMO JOB. ADJUSTED BOTH ENGINE THROTTLE PEDALS FOR TALLER OPERATOR. ORDERED DECALS AND HOOD HARDWARE. CORRECTION: 6/7 TALKED WITH BOYD AND COMPILED LIST OF MACHINE ISSUES. SET GAME PLAN FOR NEXT VISIT. LOOKED UP AND ORDERED GAS SPRING FOR CAB DOOR. 6/17 LOOKED UP AND ORDERED PLUMBING PARTS PER E-MAIL. |
| 10/09/2013 | Service | 1064 | TRAVEL TO/FROM. | SEVEN TRIPS KOKOMO AND LOGANSPO, IN SIX TRIPS ANGOLA, IN |
| 10/09/2013 | Service | 1064 | PERFORM OIL | CORRECTION: 6/20 TOOK OIL SAMPLES FROM BOTH ENGINES @ 956 HOURS. 136 HOURS ON OIL. COMPLAINT: 08/22 FACTORY WANTED OIL SAMPLES TAKEN CORRECTION: TOOK ALL COMPARTMENT OIL SAMPLES AND JARED BERRY TOOK THEM BACK WITH HIM |
| 10/09/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 6/20 MODIFIED FIRE EXTINGUISHER BRACKET TO ACCEPT THE CYLINDER. REPLACED THE 367-6794 CAB DOOR GAS SPRING PART OF 312-1255 DOOR GP. THE OLD ONE WAS FLAT. REPLACED THE 267-1293 BRACKET FOR THE RR STEP. PART OF 309-4831 STEP GROUP. THE BRACKET WAS BENT/DAMAGED DURING TRANSPORT. DRAINED 5 GALLONS OF FRONT TRANSMISSION OIL TO ADJUST THE LEVEL. INSTALLED 5 CAB DECALS. 6/26 TALKED WITH BOYD TO ARRANGE TASKS AND NEXT VISIT. |
| 10/09/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 7/2 RE-WORKED THE IMS SENSOR MOUNTING. ORIENTED THE SENSOR SO THE ELECTRICAL LEAD IS FORWARD. HELPED REPLACE BOTH ENGINE AIR CLEANER COVERS. HELPED WITH MULTIPLE SOFTWARE UPDATES. |
| 10/09/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 7/5 GOUGED OUT THE CRACKED WELD ABOVE THE RH ROUTER BIT. RE-WELDED THE JOINT. DISASSEMBLED THE CAB DOOR LATCH MECHANISM FOR INSPECTION. FOUND NO LOOSE HARDWARE. ADJUSTED THE LATCH. |
| 10/09/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 7/15 JUMPSTARTED THE MACHINE. GREASED THE CAB LADDER ACTUATOR. DRILLED HOLE IN BELLY GUARD BELOW THE ACTUATOR FOR ZERK ACCESS. REVERSED THE ROD-END PIN ON THE ACTUATOR. INSTALLED SAFETY DECAL IN THE CAB. TROUBLESHOOT THE SEAT SUSPENSION ELECTRONICS. ORDERED NEW SEAT HARNESS. REPLACED THE REAR TRANSMISSION BREATHER. INSPECTED THE REAR ENGINE AIR CLEANER—FOUND NO EVIDENCE OF WATER ENTRY SINCE THE LID WAS NOTCHED FOR DRAINAGE. ORDERED NEW BATTERIES FOR THE FRONT ENGINE. INSTALLED GASKET AROUND ICE CHEST—NOTE: NONE OF THE FOLD NUTS ON THE FASTNERS TURNED. PERFORMED NOX FUNCTIONAL TEST ON THE FRONT ENGINE. INSTALLED TEMPERATURE RECORDER STICKERS ON/AROUND THE CAMERA SPLITTER BOX AND UNDER THE CAB. |

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| 10/09/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 7/19 REPLACED THE 4 FRONT BATTERIES. REPLACED THE FAILED 366-7658 SEAT HARNESS. PERFORMED NOX SENSOR FUNCTIONAL TEST ON THE REAR ENGINE. CHECKED AND ADJUSTED THE CAB DOOR LATCH. |
| 10/09/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 8/13 CHECKED FUEL LINES NEAR FRONT AND HEAD AND CEM MODULE. FOUND THE LINES RUBBING. ADJUSTED THE LINES FOR CLEARANCE. TOOK PHOTOS BEFORE AND AFTER. CALIBRATED THE IMS SENSOR. MEASURED 1/2" CLEARANCE BETWEEN REAR ENGINE OIL FILTER TUBES AT THE TIGHTEST POINT. TOOK PHOTO. OPERATED THE POWER CAB LADDER MULTIPLE TIMES WITHOUT INCIDENT. CHECKED REAR ENGINE AIR FILTERS—FOUND NO EVIDENCE OF WATER ENTRY. ELEMENTS WERE DRY. CHECKED FOR CRACKS IN THE REAR FENDERS—FOUND SMALL CRACKS IN THE OUTSIDE OF BOTH REAR FENDERS. TOOK PHOTOS. ORDERED REPLACEMENT FRONT ENGINE INLET NOX SENSOR TO CORRECT ACTIVE CODE. DOWNLOADED PRODUCT STATUS REPORT. 8/14 SENT PHOTOS TO BOYD. WHEN REPLACING THE FRONT ENGINE NOX SENSOR, FOUND THE MOUNTING HARDWARE FOR THE HINGED UPPER SCREEN FOR THE FRONT COOLING PACKAGE DAMAGED. FOUND THE LEFT SIDE MOUNTING NUT HAD BROKEN OUT THE EPOXY ON THE COVER AND BECAME DISLODGED. SEE PHOTOS. REATTACHED THE MOUNTING NUT WITH NEW EPOXY. THE SCREEN HAD BEEN |
| 10/09/2013 | Service | 1064 | REPLACE SENSOR (Do not use) see 1439 | CORRECTION: 8/14 REPLACED THE FAILED 359-9171 NOX SENSOR FOR AFTERTREATMENT #1 ENGINE OUTLET/CEM INLET. RAN AFTERTREATMENT #1 NOX SENSOR FUNCTIONAL TEST. TEST STARTED ON 8/14/2013 AT 11:44 AM ET AND FINISHED AT 12:10 PM ET. |
| 10/09/2013 | Service | 1064 | REMOVE & INSTALL AIR INLET | COMPLAINT: REPLACE AIR CLEANER COVER CAUSE: FACTORY REQUEST RESULTANT DAMAGE: NONE CORRECTION: REPLACE COVER SERVICE MAGAZINE SEPD1623 |
| 10/09/2013 | Service | 1064 | CHECK ELECTRIC SYSTEM | COMPLAINT: FACTORY WANTED THE YAW SENSOR MOVED AND RELOCATED FROM THE FRONT DIFF TO THE REAR OF THE FRONT TRANSMISSION CAUSE: NONE RESULTANT DAMAGE: NONE CORRECTION: RELOCATED SENSOR AND MADE WIRING HARNESS TO GO FROM THE PLUG TO THE SENSOR. 15 FEET OF HARNESS WAS MADE. I WENT TO AUTOPARTS STORE TO GET WIRE TO RELOCATE THE SENSOR. WORKED WITH BOYD PETERS FROM CAT ON RUNNING THIS WIRING HARNESS AND RELOCATING. HAD EXTRA TIME IN DOING THIS DUE TO GREASE AROUND THE HITCH AREA. HAD TO CLEAN GREASE FROM THE SENSOR AND RUN HARNESS IN A CURTAIN SPOT PER FACTORY. THE HARNESS HAD 2 TWISTED WIRES IN IT. HAD EXTRA TIME IN TWISTING 15 FT OF WIRES AND RAN THE NEW WIRES IN A LOOM TO PROTECT THEM. |
| 10/09/2013 | Service | 1064 | REPLACE STEERING CYLINDER | COMPLAINT: STEERING CYLINDERS LEAKING CAUSE: SEALS RESULTANT DAMAGE: LEAKS CORRECTION: CAT HAD SOME EXCHANGE CYLINDERS AND WANTED THEM SWAPPED OUT. SWAPPED OUT STEERING CYLINDERS AND SENT THE OLD ONES BACK TO THE FACTORY COMPLAINT: STEVE HAD TWO CYLINDERS HE NEEDED SHIPPED BACK TO CAT ON A FIELD FOLLOW MACHINE CAUSE: THE CYLINDERS WERE FULL OF OIL AND EXTENDED ALL THE WAY OUT. CORRECTION: I STEAM CLEANED THE 2 CYLINDERS. MY CYLINDER BENCH WAS FULL SO I COLLAPSED THE CYLINDERS ON THE FLOOR AND SPRAYED OIL EVERYWHERE. I CLEANED UP THE MESS, GOT THE SHIPPING CRATE AND PLACED THE CYLINDERS ON IT. I PLUGGED OFF THE PORTS AND STEAM CLEANED THEM AGAIN SO OIL WOULDN'T DRIP ALL OVER. TOOK THE CRATE UP FRONT TO SHIPPING AND GAVE THEM THE INFORMATION AND INSTRUCTIONS ON WHERE AND WHO TO SHIP THEM TOO. |

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| 10/11/2013 | Service | 1101 | INSPECT MACHINE | REPAIR PROCESS COMMENTS: 9/16/13 BRIAN SWEDLUND SMU 1077 PERFORMED A COMPLETE INSPECTION OF MACHINE AND PERFORMED REPAIRS TO CAB FOOTREST. INSTALLED ALL OF THE ITEMS THAT HAD BEEN REMOVED FOR SHIPPING. TOOK PICTURES OF ISSUES. DOWNLOADED STATUS REPORT AND PROGNOSTICS. RAN MACHINE TO TEST PERFORMANCE AND OPERATION OF ALL SYSTEMS. 9/18/13 GATHERED UP ALL INFO AND SENT TO PETE. HOOKED ET TO MACHINE AND DISABLED GRADE CONTROL TO TRY TO GET RID OF GROUND SPEED CODE. CODE STILL CAME BACK. 9/25/13 1101 SMU WENT TO MACHINE AND PERFORMED UPDATES AND REPAIRS WITH ENGINEER. PERFORMED OPERATOR TRAINING ON MACHINE WITH OPERATOR AND PUT MACHINE TO WORK. |
| 10/11/2013 | Service | 1101 | TRAVEL TO/FROM MACHINE | |
| 10/11/2013 | Service | 1101 | TRAVEL TO/FROM MACHINE | |
| 10/11/2013 | Service | 1101 | INSPECT MACHINE | REPAIR PROCESS COMMENTS: 9/16/13 BRIAN SWEDLUND SMU 1077 PERFORMED A COMPLETE INSPECTION OF MACHINE AND PERFORMED REPAIRS TO CAB FOOTREST. INSTALLED ALL OF THE ITEMS THAT HAD BEEN REMOVED FOR SHIPPING. TOOK PICTURES OF ISSUES. DOWNLOADED STATUS REPORT AND PROGNOSTICS. RAN MACHINE TO TEST PERFORMANCE AND OPERATION OF ALL SYSTEMS. 9/18/13 GATHERED UP ALL INFO AND SENT TO PETE. HOOKED ET TO MACHINE AND DISABLED GRADE CONTROL TO TRY TO GET RID OF GROUND SPEED CODE. CODE STILL CAME BACK. 9/25/13 1101 SMU WENT TO MACHINE AND PERFORMED UPDATES AND REPAIRS WITH ENGINEER. PERFORMED OPERATOR TRAINING ON MACHINE WITH OPERATOR AND PUT MACHINE TO WORK. |
| 10/11/2013 | Service | 1101 | TRAVEL TO/FROM MACHINE | |
| 10/11/2013 | Service | 1101 | TRAVEL TO/FROM MACHINE | |
| 10/16/2013 | Service Credit | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 6/4 INSPECTED MACHINE, TALKED WITH THE OPERATOR AND MONITORED PERFORMANCE DURING INITIAL TRIAL AT THE KOKOMO JOB. ADJUSTED BOTH ENGINE THROTTLE PEDALS FOR TALLER OPERATOR. ORDERED DECALS AND HOOD HARDWARE. CORRECTION: 6/7 TALKED WITH BOYD AND COMPILED LIST OF MACHINE ISSUES. SET GAME PLAN FOR NEXT VISIT. LOOKED UP AND ORDERED GAS SPRING FOR CAB DOOR. 6/17 LOOKED UP AND ORDERED PLUMBING PARTS PER E-MAIL. |
| 10/16/2013 | Service Credit | 1064 | TRAVEL TO/FROM. | SEVEN TRIPS KOKOMO AND LOGANSPORT, IN SIX TRIPS ANGOLA, IN |
| 10/16/2013 | Service Credit | 1064 | PERFORM OIL | CORRECTION: 6/20 TOOK OIL SAMPLES FROM BOTH ENGINES @ 956 HOURS. 136 HOURS ON OIL. COMPLAINT: 08/22 FACTORY WANTED OIL SAMPLES TAKEN CORRECTION: TOOK ALL COMPARTMENT OIL SAMPLES AND JARED BERRY TOOK THEM BACK WITH HIM |
| 10/16/2013 | Service Credit | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 6/20 MODIFIED FIRE EXTINGUISHER BRACKET TO ACCEPT THE CYLINDER. REPLACED THE 367-6794 CAB DOOR GAS SPRING PART OF 312-1255 DOOR GP. THE OLD ONE WAS FLAT. REPLACED THE 267-1293 BRACKET FOR THE RR STEP. PART OF 309-4831 STEP GROUP. THE BRACKET WAS BENT/DAMAGED DURING TRANSPORT. DRAINED 5 GALLONS OF FRONT TRANSMISSION OIL TO ADJUST THE LEVEL. INSTALLED 5 CAB DECALS. 6/26 TALKED WITH BOYD TO ARRANGE TASKS AND NEXT VISIT. |
| 10/16/2013 | Service Credit | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 7/2 RE-WORKED THE IMSS SENSOR MOUNTING. ORIENTED THE SENSOR SO THE ELECTRICAL LEAD IS FORWARD. HELPED REPLACE BOTH ENGINE AIR CLEANER COVERS. HELPED WITH MULTIPLE SOFTWARE UPDATES. |
| 10/16/2013 | Service Credit | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 7/5 GOUGED OUT THE CRACKED WELD ABOVE THE RH ROUTER BIT. RE-WELDED THE JOINT. DISASSEMBLED THE CAB DOOR LATCH MECHANISM FOR INSPECTION. FOUND NO LOOSE HARDWARE. ADJUSTED THE LATCH. |

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| 10/16/2013 | Service Credit | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 7/15 JUMPSTARTED THE MACHINE. GREASED THE CAB LADDER ACTUATOR. DRILLED HOLE IN BELLY GUARD BELOW THE ACTUATOR FOR ZERK ACCESS. REVERSED THE ROD-END PIN ON THE ACTUATOR. INSTALLED SAFETY DECAL IN THE CAB. TROUBLESHOOT THE SEAT SUSPENSION ELECTRONICS. ORDERED NEW SEAT HARNESS. REPLACED THE REAR TRANSMISSION BREATHER. INSPECTED THE REAR ENGINE AIR CLEANER--FOUND NO EVIDENCE OF WATER ENTRY SINCE THE LID WAS NOTCHED FOR DRAINAGE. ORDERED NEW BATTERIES FOR THE FRONT ENGINE. INSTALLED GASKET AROUND ICE CHEST--NOTE: NONE OF THE FOLD NUTS ON THE FASTNERS TURNED. PERFORMED NOX FUNCTIONAL TEST ON THE FRONT ENGINE. INSTALLED TEMPERATURE RECORDER STICKERS ON/AROUND THE CAMERA SPLITTER BOX AND UNDER THE CAB. |
| 10/16/2013 | Service Credit | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 7/19 REPLACED THE 4 FRONT BATTERIES. REPLACED THE FAILED 366-7658 SEAT HARNESS. PERFORMED NOX SENSOR FUNCTIONAL TEST ON THE REAR ENGINE. CHECKED AND ADJUSTED THE CAB DOOR LATCH. |
| 10/16/2013 | Service Credit | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | CORRECTION: 8/13 CHECKED FUEL LINES NEAR FRONT AND HEAD AND CEM MODULE. FOUND THE LINES RUBBING. ADJUSTED THE LINES FOR CLEARANCE. TOOK PHOTOS BEFORE AND AFTER. CALIBRATED THE IMS SENSOR. MEASURED 1/2" CLEARANCE BETWEEN REAR ENGINE OIL FILTER TUBES AT THE TIGHTEST POINT. TOOK PHOTO. OPERATED THE POWER CAB LADDER MULTIPLE TIMES WITHOUT INCIDENT. CHECKED REAR ENGINE AIR FILTERS--FOUND NO EVIDENCE OF WATER ENTRY. ELEMENTS WERE DRY. CHECKED FOR CRACKS IN THE REAR FENDERS--FOUND SMALL CRACKS IN THE OUTSIDE OF BOTH REAR FENDERS. TOOK PHOTOS. ORDERED REPLACEMENT FRONT ENGINE INLET NOX SENSOR TO CORRECT ACTIVE CODE. DOWNLOADED PRODUCT STATUS REPORT. 8/14 SENT PHOTOS TO BOYD. WHEN REPLACING THE FRONT ENGINE NOX SENSOR, FOUND THE MOUNTING HARDWARE FOR THE HINGED UPPER SCREEN FOR THE FRONT COOLING PACKAGE DAMAGED. FOUND THE LEFT SIDE MOUNTING NUT HAD BROKEN OUT THE EPOXY ON THE COVER AND BECAME DISLODGED. SEE PHOTOS. REATTACHED THE MOUNTING NUT WITH NEW EPOXY. THE SCREEN HAD BEEN |
| 10/16/2013 | Service Credit | 1064 | REPLACE SENSOR (Do not use) see 1439 | CORRECTION: 8/14 REPLACED THE FAILED 359-9171 NOX SENSOR FOR AFTERTREATMENT #1 ENGINE OUTLET/CEM INLET. RAN AFTERTREATMENT #1 NOX SENSOR FUNCTIONAL TEST. TEST STARTED ON 8/14/2013 AT 11:44 AM ET AND FINISHED AT 12:10 PM ET. |
| 10/16/2013 | Service Credit | 1064 | REMOVE & INSTALL AIR INLET | COMPLAINT: REPLACE AIR CLEANER COVER CAUSE: FACTORY REQUEST RESULTANT DAMAGE: NONE CORRECTION: REPLACE COVER SERVICE MAGAZINE SEPD1623 |
| 10/16/2013 | Service Credit | 1064 | CHECK ELECTRIC SYSTEM | COMPLAINT: FACTORY WANTED THE YAW SENSOR MOVED AND RELOCATED FROM THE FRONT DIFF TO THE REAR OF THE FRONT TRANSMISSION CAUSE: NONE RESULTANT DAMAGE: NONE CORRECTION: RELOCATED SENSOR AND MADE WIRING HARNESS TO GO FROM THE PLUG TO THE SENSOR. 15 FEET OF HARNESS WAS MADE. I WENT TO AUTOPARTS STORE TO GET WIRE TO RELOCATE THE SENSOR. WORKED WITH BOYD PETERS FROM CAT ON RUNNING THIS WIRING HARNESS AND RELOCATING. HAD EXTRA TIME IN DOING THIS DUE TO GREASE AROUND THE HITCH AREA. HAD TO CLEAN GREASE FROM THE SENSOR AND RUN HARNESS IN A CURTAIN SPOT PER FACTORY. THE HARNESS HAD 2 TWISTED WIRES IN IT. HAD EXTRA TIME IN TWISTING 15 FT OF WIRES AND RAN THE NEW WIRES IN A LOOM TO PROTECT THEM. |

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| 10/16/2013 | Service Credit | 1064 | REPLACE STEERING CYLINDER | <p>COMPLAINT: STEERING CYLINDERS LEAKING CAUSE: SEALS RESULTANT DAMAGE: LEAKS CORRECTION: CAT HAD SOME EXCHANGE CYLINDERS AND WANTED THEM SWAPPED OUT. SWAPPED OUT STEERING CYLINDERS AND SENT THE OLD ONES BACK TO THE FACTORY COMPLAINT: STEVE HAD TWO CYLINDERS HE NEEDED SHIPPED BACK TO CAT ON A FIELD FOLLOW MACHINE CAUSE: THE CYLINDERS WERE FULL OF OIL AND EXTENDED ALL THE WAY OUT. CORRECTION: I STEAM CLEANED THE 2 CYLINDERS. MY CYLINDER BENCH WAS FULL SO I COLLAPSED THE CYLINDERS ON THE FLOOR AND SPRAYED OIL EVERYWHERE. I CLEANED UP THE MESS, GOT THE SHIPPING CRATE AND PLACED THE CYLINDERS ON IT. I PLUGGED OFF THE PORTS AND STEAM CLEANED THEM AGAIN SO OIL WOULDN'T DRIP ALL OVER. TOOK THE CRATE UP FRONT TO SHIPPING AND GAVE THEM THE INFORMATION AND INSTRUCTIONS ON WHERE AND WHO TO SHIP THEM TOO.</p> |
| 10/17/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | <p>CORRECTION: 6/4 INSPECTED MACHINE, TALKED WITH THE OPERATOR AND MONITORED PERFORMANCE DURING INITIAL TRIAL AT THE KOKOMO JOB. ADJUSTED BOTH ENGINE THROTTLE PEDALS FOR TALLER OPERATOR. ORDERED DECALS AND HOOD HARDWARE. CORRECTION: 6/7 TALKED WITH BOYD AND COMPILED LIST OF MACHINE ISSUES. SET GAME PLAN FOR NEXT VISIT. LOOKED UP AND ORDERED GAS SPRING FOR CAB DOOR. 6/17 LOOKED UP AND ORDERED PLUMBING PARTS PER E-MAIL.</p> |
| 10/17/2013 | Service | 1064 | TRAVEL TO/FROM. | <p>SEVEN TRIPS KOKOMO AND LOGANSPO, IN SIX TRIPS ANGOLA, IN</p> |
| 10/17/2013 | Service | 1064 | PERFORM OIL | <p>CORRECTION: 6/20 TOOK OIL SAMPLES FROM BOTH ENGINES @ 956 HOURS. 136 HOURS ON OIL. COMPLAINT: 08/22 FACTORY WANTED OIL SAMPLES TAKEN CORRECTION: TOOK ALL COMPARTMENT OIL SAMPLES AND JARED BERRY TOOK THEM BACK WITH HIM</p> |
| 10/17/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | <p>CORRECTION: 6/20 MODIFIED FIRE EXTINGUISHER BRACKET TO ACCEPT THE CYLINDER. REPLACED THE 367-6794 CAB DOOR GAS SPRING PART OF 312-1255 DOOR GP. THE OLD ONE WAS FLAT. REPLACED THE 267-1293 BRACKET FOR THE RR STEP. PART OF 309-4831 STEP GROUP. THE BRACKET WAS BENT/DAMAGED DURING TRANSPORT. DRAINED 5 GALLONS OF FRONT TRANSMISSION OIL TO ADJUST THE LEVEL. INSTALLED 5 CAB DECALS. 6/26 TALKED WITH BOYD TO ARRANGE TASKS AND NEXT VISIT.</p> |
| 10/17/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | <p>CORRECTION: 7/2 RE-WORKED THE IMS SENSOR MOUNTING. ORIENTED THE SENSOR SO THE ELECTRICAL LEAD IS FORWARD. HELPED REPLACE BOTH ENGINE AIR CLEANER COVERS. HELPED WITH MULTIPLE SOFTWARE UPDATES.</p> |
| 10/17/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | <p>CORRECTION: 7/5 GOUGED OUT THE CRACKED WELD ABOVE THE RH ROUTER BIT. RE-WELDED THE JOINT. DISASSEMBLED THE CAB DOOR LATCH MECHANISM FOR INSPECTION. FOUND NO LOOSE HARDWARE. ADJUSTED THE LATCH.</p> |
| 10/17/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | <p>CORRECTION: 7/15 JUMPSTARTED THE MACHINE. GREASED THE CAB LADDER ACTUATOR. DRILLED HOLE IN BELLY GUARD BELOW THE ACTUATOR FOR ZERK ACCESS. REVERSED THE ROD-END PIN ON THE ACTUATOR. INSTALLED SAFETY DECAL IN THE CAB. TROUBLESHOOT THE SEAT SUSPENSION ELECTRONICS. ORDERED NEW SEAT HARNESS. REPLACED THE REAR TRANSMISSION BREATHER. INSPECTED THE REAR ENGINE AIR CLEANER—FOUND NO EVIDENCE OF WATER ENTRY SINCE THE LID WAS NOTCHED FOR DRAINAGE. ORDERED NEW BATTERIES FOR THE FRONT ENGINE. INSTALLED GASKET AROUND ICE CHEST—NOTE: NONE OF THE FOLD NUTS ON THE FASTNERS TURNED. PERFORMED NOX FUNCTIONAL TEST ON THE FRONT ENGINE. INSTALLED TEMPERATURE RECORDER STICKERS ON/AROUND THE CAMERA SPLITTER BOX AND UNDER THE CAB.</p> |
| 10/17/2013 | Service | 1064 | CHECK MACHINE, RENTAL UNIT, RENTAL DAMAGE | <p>CORRECTION: 7/19 REPLACED THE 4 FRONT BATTERIES. REPLACED THE FAILED 366-7658 SEAT HARNESS. PERFORMED NOX SENSOR FUNCTIONAL TEST ON THE REAR ENGINE. CHECKED AND ADJUSTED THE CAB DOOR LATCH.</p> |

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| 10/17/2013 | Service | 1064 | CHECK ELECTRIC SYSTEM | COMPLAINT: FACTORY WANTED THE YAW SENSOR MOVED AND RELOCATED FROM THE FRONT DIFF TO THE REAR OF THE FRONT TRANSMISSION CAUSE: NONE RESULTANT DAMAGE: NONE CORRECTION: RELOCATED SENSOR AND MADE WIRING HARNESS TO GO FROM THE PLUG TO THE SENSOR. 15 FEET OF HARNESS WAS MADE. I WENT TO AUTOPARTS STORE TO GET WIRE TO RELOCATE THE SENSOR. WORKED WITH BOYD PETERS FROM CAT ON RUNNING THIS WIRING HARNESS AND RELOCATING. HAD EXTRA TIME IN DOING THIS DUE TO GREASE AROUND THE HITCH AREA. HAD TO CLEAN GREASE FROM THE SENSOR AND RUN HARNESS IN A CURTAIN SPOT PER FACTORY. THE HARNESS HAD 2 TWISTED WIRES IN IT. HAD EXTRA TIME IN TWISTING 15 FT OF WIRES AND RAN THE NEW WIRES IN A LOOM TO PROTECT THEM. |
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| 10/17/2013 | Service | 1064 | TRAVEL TO/FROM. | SEVEN TRIPS KOKOMO AND LOGANSPORT, IN SIX TRIPS ANGOLA, IN |

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| 10/17/2013 | Service | 1064 | CHECK ELECTRIC SYSTEM | COMPLAINT: FACTORY WANTED THE YAW SENSOR MOVED AND RELOCATED FROM THE FRONT DIFF TO THE REAR OF THE FRONT TRANSMISSION CAUSE: NONE RESULTANT DAMAGE: NONE CORRECTION: RELOCATED SENSOR AND MADE WIRING HARNESS TO GO FROM THE PLUG TO THE SENSOR. 15 FEET OF HARNESS WAS MADE. I WENT TO AUTOPARTS STORE TO GET WIRE TO RELOCATE THE SENSOR. WORKED WITH BOYD PETERS FROM CAT ON RUNNING THIS WIRING HARNESS AND RELOCATING. HAD EXTRA TIME IN DOING THIS DUE TO GREASE AROUND THE HITCH AREA. HAD TO CLEAN GREASE FROM THE SENSOR AND RUN HARNESS IN A CURTAIN SPOT PER FACTORY. THE HARNESS HAD 2 TWISTED WIRES IN IT. HAD EXTRA TIME IN TWISTING 15 FT OF WIRES AND RAN THE NEW WIRES IN A LOOM TO PROTECT THEM. |
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| 10/30/2013 | Service | 1243 | INSPECT MACHINE | 9/30 1132 HOURS. ORDER PARTS FOR UPDATES AND PLAN W/BOYD. SHIPPED PARTS TO CAT THAT HAD BEEN REMOVED. 10/1 VISITED MACHINE AND TALKED TO CUSTOMER. INSPECTED MACHINE AND PREPARED FOR PRODUCT SUPPORT MANAGER TO MAKE A VISIT. 10/2 1137 HOURS WENT TO MACHINE AND MET FCS OWNER WITH THE PRODUCT SUPPORT MANAGER. WATCHED MACHINE RUN AND RECORDED CUSTOMER COMPLAINTS AND CONCERNS. 10/3 1147 HOURS WENT TO MACHINE AND INSTALLED UPDATED BRACKETS ON HYD HOSE ABOVE TRANS. HOOKED UP HOCKEY PUCK AND VERIFIED OPERATION. TROUBLESHOOT CAUSE OF TRANS GETTING HOT THE PREVIOUS DAY. DOWNLOADED INFO 10/4 SHIPPED PARTS BACK TO CAT AND DID PAPERWORK. 10/7 1169 HOURS WENT TO MACHINE AND REPAIRED HYD LEAK. HOSE UNDER THE HITCH HAD COME LOOSE AND BLEW SEAL OUT. 10/8-10/10 1175 HOURS INSTALLED GRADE CONTROL ON MACHINE. SET UP GRADE CONTROL AND TRAINED OPERATOR ON OPERATION OF GRADE CONTROL. 10/14 PACKAGE PARTS REMOVED FROM MACHINE AND SHIP TO CAT. 10/16 DOWNLOAD STATUS REPORT AND PROGNOSTIC REPORTS W/BOYD. MODIF |
| 10/30/2013 | Service | 1243 | TRAVEL TO/FROM MACHINE | |
| 10/30/2013 | Service | 1243 | TRAVEL TO/FROM MACHINE | |
| 10/30/2013 | Service | 1243 | INSPECT MACHINE | 9/30 1132 HOURS. ORDER PARTS FOR UPDATES AND PLAN W/BOYD. SHIPPED PARTS TO CAT THAT HAD BEEN REMOVED. 10/1 VISITED MACHINE AND TALKED TO CUSTOMER. INSPECTED MACHINE AND PREPARED FOR PRODUCT SUPPORT MANAGER TO MAKE A VISIT. 10/2 1137 HOURS WENT TO MACHINE AND MET FCS OWNER WITH THE PRODUCT SUPPORT MANAGER. WATCHED MACHINE RUN AND RECORDED CUSTOMER COMPLAINTS AND CONCERNS. 10/3 1147 HOURS WENT TO MACHINE AND INSTALLED UPDATED BRACKETS ON HYD HOSE ABOVE TRANS. HOOKED UP HOCKEY PUCK AND VERIFIED OPERATION. TROUBLESHOOT CAUSE OF TRANS GETTING HOT THE PREVIOUS DAY. DOWNLOADED INFO 10/4 SHIPPED PARTS BACK TO CAT AND DID PAPERWORK. 10/7 1169 HOURS WENT TO MACHINE AND REPAIRED HYD LEAK. HOSE UNDER THE HITCH HAD COME LOOSE AND BLEW SEAL OUT. 10/8-10/10 1175 HOURS INSTALLED GRADE CONTROL ON MACHINE. SET UP GRADE CONTROL AND TRAINED OPERATOR ON OPERATION OF GRADE CONTROL. 10/14 PACKAGE PARTS REMOVED FROM MACHINE AND SHIP TO CAT. 10/16 DOWNLOAD STATUS REPORT AND PROGNOSTIC REPORTS W/BOYD. MODIF |

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| 10/30/2013 | Service | 1243 | TRAVEL TO/FROM MACHINE | |
| 10/30/2013 | Service | 1243 | TRAVEL TO/FROM MACHINE | |
| 11/05/2013 | Service | 1244 | PERFORM SERVICE ON 1000 HR MNT SVR TIER 4 | |
| 11/05/2013 | Service | 1244 | TRAVEL TO/FROM MACHINE | |
| 11/05/2013 | Service | 1244 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION: WESTON TX SERVICE DATE: 10-28-13 TECHNICIAN: DARYL BRUMFIELD SEAT BELT INSTALL DATE: 3-12 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE YES * **** ITEMS REQUIRING FURTHER ATTENTION **** NOTHING TO REPORT MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. GOOD |
| 11/05/2013 | Service | 1244 | | |
| 11/26/2013 | Service | 1266 | INSPECT MACHINE | 10/28/13 TO 10/30/13 500 HOUR PM PERFORMED ON MACHINE. BOYD WAS IN TOWN FOUND THAT NOX COOLER WAS LEAKING ANTIFREEZE INTERNALLY AND THAT THE RADIATOR WAS LEAKING FROM BOTTOM TANK. REPLACED THE NOX COOLER AND REPLACED THE COVER ON REAR FUSE PANEL. ORDERED PARTS FOR RADIATOR REPLACEMENT AND SHIPPED PARTS TO CAT. PERFORMED OTHER UPDATES THAT COULD BE DONE WHILE MACHINE WAS DOWN. PERFORMED ALL NECESSARY PAPERWORK. 11/11/13 TO 11/15/13 BOYD AND JEFF WERE IN TOWN. INSTALLED NEW RADIATOR IN MACHINE AND INSTALLED UPDATED PURGE TANK, MOUNTING AND HOSES. RAN MACHINE AND CHECKED FOR LEAKS. UPDATED THE SECONDARY STEERING SYSTEM WHICH ALSO NEEDED SOME WIRING ADJUSTMENTS. ALSO PERFORMED SOME OTHER UPDATES WHILE BOYD AND JEFF WERE HERE INCLUDING NEW SOFTWARE. INSTALLED ALL THE GUARDS ON THE MACHINE AND RAN IT TO BE SURE OF PROPER OPERATION AND NO LEAKS WERE FOUND. PULLED DOWNLOADS AND GAVE MACHINE BACK TO OPERATOR. 11/20/13 TO 11/21/13 WENT TO MACHINE AND INSTALLED NEW BRACKET FOR MS992. ALSO ADJUSTED |
| 11/26/2013 | Service | 1266 | TRAVEL TO/FROM MACHINE | |
| 11/26/2013 | Service | 1266 | FABRICATE MISCELLANEOUS ITEMS | |
| 11/26/2013 | Service | 1266 | TRAVEL TO/FROM MACHINE | |
| 11/26/2013 | Service | 1266 | INSPECT MACHINE | 10/28/13 TO 10/30/13 500 HOUR PM PERFORMED ON MACHINE. BOYD WAS IN TOWN FOUND THAT NOX COOLER WAS LEAKING ANTIFREEZE INTERNALLY AND THAT THE RADIATOR WAS LEAKING FROM BOTTOM TANK. REPLACED THE NOX COOLER AND REPLACED THE COVER ON REAR FUSE PANEL. ORDERED PARTS FOR RADIATOR REPLACEMENT AND SHIPPED PARTS TO CAT. PERFORMED OTHER UPDATES THAT COULD BE DONE WHILE MACHINE WAS DOWN. PERFORMED ALL NECESSARY PAPERWORK. 11/11/13 TO 11/15/13 BOYD AND JEFF WERE IN TOWN. INSTALLED NEW RADIATOR IN MACHINE AND INSTALLED UPDATED PURGE TANK, MOUNTING AND HOSES. RAN MACHINE AND CHECKED FOR LEAKS. UPDATED THE SECONDARY STEERING SYSTEM WHICH ALSO NEEDED SOME WIRING ADJUSTMENTS. ALSO PERFORMED SOME OTHER UPDATES WHILE BOYD AND JEFF WERE HERE INCLUDING NEW SOFTWARE. INSTALLED ALL THE GUARDS ON THE MACHINE AND RAN IT TO BE SURE OF PROPER OPERATION AND NO LEAKS WERE FOUND. PULLED DOWNLOADS AND GAVE MACHINE BACK TO OPERATOR. 11/20/13 TO 11/21/13 WENT TO MACHINE AND INSTALLED NEW BRACKET FOR MS992. ALSO ADJUSTED |
| 11/26/2013 | Service | 1266 | TRAVEL TO/FROM MACHINE | |
| 11/26/2013 | Service | 1266 | TRAVEL TO/FROM MACHINE | |
| 11/26/2013 | Service | 1266 | FABRICATE MISCELLANEOUS ITEMS | |

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| 12/20/2013 | Service | 1299 | INSPECT MACHINE | 11/25 1285 HRS WENT TO MACHINE AND WALKED TO MACHINE BECAUSE IT WAS TOO MUDDY TO GET MY TRUCK TO THE MACHINE. REPLACED ALT BELT AND INSTALLED EMISSION STICKERS ON ENGINE. 12/3 1299 HRS INSTALLED STEERING COLUMN IN MACHINE. ALSO SET UP AND CALIBRATED MACHINE AND GRADE CONTROL. 12/4-12/5 WENT TO JOB AND TOOK MS992 TO OPERATOR. WATCHED MACHINE RUN GRADE CONTROL AND ALL WORKS GOOD AT THIS TIME. MACHINE HAD ACTIVE CODE FOR BRAKE CHARGE FILTER BYPASSING. WENT AND BOUGHT AND PICKED UP CHARGE FILTERS AND WENT BACK AND INSTALLED. CODE WENT AWAY AND MACHINE RUNNING FINE AT THIS TIME. TOOK DOWNLOADS AND PERFORMED ALL NECESSARY PAPERWORK. SENT DOWNLOADS TO ENGINEER. MACHINE AT CR 343 2 MILES NORTH OF HWY 75 IN MELLISSA. |
| 12/20/2013 | Service | 1299 | TRAVEL TO/FROM MACHINE | |
| 12/20/2013 | Service | 1299 | TRAVEL TO/FROM MACHINE | |
| 12/20/2013 | Service | 1299 | INSPECT MACHINE | 11/25 1285 HRS WENT TO MACHINE AND WALKED TO MACHINE BECAUSE IT WAS TOO MUDDY TO GET MY TRUCK TO THE MACHINE. REPLACED ALT BELT AND INSTALLED EMISSION STICKERS ON ENGINE. 12/3 1299 HRS INSTALLED STEERING COLUMN IN MACHINE. ALSO SET UP AND CALIBRATED MACHINE AND GRADE CONTROL. 12/4-12/5 WENT TO JOB AND TOOK MS992 TO OPERATOR. WATCHED MACHINE RUN GRADE CONTROL AND ALL WORKS GOOD AT THIS TIME. MACHINE HAD ACTIVE CODE FOR BRAKE CHARGE FILTER BYPASSING. WENT AND BOUGHT AND PICKED UP CHARGE FILTERS AND WENT BACK AND INSTALLED. CODE WENT AWAY AND MACHINE RUNNING FINE AT THIS TIME. TOOK DOWNLOADS AND PERFORMED ALL NECESSARY PAPERWORK. SENT DOWNLOADS TO ENGINEER. MACHINE AT CR 343 2 MILES NORTH OF HWY 75 IN MELLISSA. |
| 12/20/2013 | Service | 1299 | TRAVEL TO/FROM MACHINE | |
| 12/20/2013 | Service | 1299 | TRAVEL TO/FROM MACHINE | |
| 01/30/2014 | Service | 1505 | INSPECT MACHINE | 1/8-9/2014 WHEN I WAS VISITING WTC102 LEWIS WAS ON THAT JOB RUNNING A NEW JOHN DEERE TRACTOR WITH DOUBLE SCRAPERS. I CAME OVER TO WTC103 TO FIND A NEW OPERATOR. THE FRONT TANK FOR DEF FLUID WAS ALMOST EMPTY AND THE BACK TANK WAS EMPTY. CODES, LIGHTS, AND BUZZERS ALL GOING OFF. I SHOWED HIM HOW TO GET THE TANKS FILLED AND GOT THE NOISE TO QUIT. WHEN DOWNLOADING THE STATUS REPORT I SAW THE REAR DPF SOOT LEVEL WAS ABOVE 70% SO I SPENT THE TIME TO REGEN IT. I CLEARED ALL THE CODES I COULD WITHOUT PASSWORDS. HERE IS A PRODUCT STATUS REPORT OFF OF WTC103. WENT BACK TO MACHINE AND RODE WITH NEW OPERATOR AND PERFORMED TRAINING. 1/20/14- ADJUST DOOR STRIKER AND FREE UP DOOR LINKAGE. 2- PULL DOWNLOADS OF PROGNOSTICS AND STATUS REPORT. 3- PULL FUEL SAMPLE AND MAIL TO CAT. 4- PERFORM MORE OPERATOR TRAINING MACHINE LOCATED AT 4654 FM543, MCKINNEY TX |
| 01/30/2014 | Service | 1505 | TRAVEL TO/FROM MACHINE | |
| 01/30/2014 | Service | 1505 | TRAVEL TO/FROM MACHINE | |
| 01/30/2014 | Service | 1505 | INSPECT MACHINE | 1/8-9/2014 WHEN I WAS VISITING WTC102 LEWIS WAS ON THAT JOB RUNNING A NEW JOHN DEERE TRACTOR WITH DOUBLE SCRAPERS. I CAME OVER TO WTC103 TO FIND A NEW OPERATOR. THE FRONT TANK FOR DEF FLUID WAS ALMOST EMPTY AND THE BACK TANK WAS EMPTY. CODES, LIGHTS, AND BUZZERS ALL GOING OFF. I SHOWED HIM HOW TO GET THE TANKS FILLED AND GOT THE NOISE TO QUIT. WHEN DOWNLOADING THE STATUS REPORT I SAW THE REAR DPF SOOT LEVEL WAS ABOVE 70% SO I SPENT THE TIME TO REGEN IT. I CLEARED ALL THE CODES I COULD WITHOUT PASSWORDS. HERE IS A PRODUCT STATUS REPORT OFF OF WTC103. WENT BACK TO MACHINE AND RODE WITH NEW OPERATOR AND PERFORMED TRAINING. 1/20/14- ADJUST DOOR STRIKER AND FREE UP DOOR LINKAGE. 2- PULL DOWNLOADS OF PROGNOSTICS AND STATUS REPORT. 3- PULL FUEL SAMPLE AND MAIL TO CAT. 4- PERFORM MORE OPERATOR TRAINING MACHINE LOCATED AT 4654 FM543, MCKINNEY TX |
| 01/30/2014 | Service | 1505 | TRAVEL TO/FROM MACHINE | |
| 01/30/2014 | Service | 1505 | TRAVEL TO/FROM MACHINE | |

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| 02/27/2014 | Service | 1643 | INSPECT MACHINE | JAN 29-31 BOYD WAS IN TOWN TO PERFORM UPDATES ON MACHINE. UPDATED MACHINE AS PER HIS LIST AND PERFORMED MACHINE INSPECTION. FEB 3 MACHINE HAD OIL LEAK. FOUND 3J1907 O-RING BLOWN OUT OF 3447391 PRESSURE SENSOR ON EJECTOR VALVE. SENSOR WAS LOOSE. FEB 10-14 ARIC WAS IN TOWN FOR GRADE CONTROL TRAINING AND SETUP ON MACHINES. PERFORMED SOME UPDATES AS TIME PERMITTED AT THE SAME TIME. |
| 02/27/2014 | Service | 1643 | TRAVEL TO/FROM MACHINE | |
| 02/27/2014 | Service | 1643 | TRAVEL TO/FROM MACHINE | |
| 02/27/2014 | Service | 1643 | INSPECT MACHINE | JAN 29-31 BOYD WAS IN TOWN TO PERFORM UPDATES ON MACHINE. UPDATED MACHINE AS PER HIS LIST AND PERFORMED MACHINE INSPECTION. FEB 3 MACHINE HAD OIL LEAK. FOUND 3J1907 O-RING BLOWN OUT OF 3447391 PRESSURE SENSOR ON EJECTOR VALVE. SENSOR WAS LOOSE. FEB 10-14 ARIC WAS IN TOWN FOR GRADE CONTROL TRAINING AND SETUP ON MACHINES. PERFORMED SOME UPDATES AS TIME PERMITTED AT THE SAME TIME. |
| 02/27/2014 | Service | 1643 | TRAVEL TO/FROM MACHINE | |
| 02/27/2014 | Service | 1643 | TRAVEL TO/FROM MACHINE | |
| 03/04/2014 | Service | 1790 | PERFORM SERVICE ON 500 HR MNT SVR TIER 4 | |
| 03/04/2014 | Service | 1790 | TRAVEL TO/FROM MACHINE | |
| 03/04/2014 | Service | 1790 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION: PROSPER TX SERVICE DATE: 2/28/14 TECHNICIAN: 1771 SEAT BELT INSTALL DATE: MAR 12 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * **** ITEMS REQUIRING FURTHER ATTENTION ***** 1. LEFT FRONT FENDER IS BENT MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 03/04/2014 | Service | 1790 | | |
| 03/07/2014 | Service | 1725 | INSPECT ROPS/FOPS CAB | 02/20/2014- ASSIST WORTHINGTON REP PERFORM NDT EXAMINATION ON THE ROPS/FOPS WELD CONNECTION. REMOVE PAINT FROM WELDS ON BOTH SIDES OF THE ROPS. PERFORM DYE PENETRANT EXAMINATION. NO INDICATIONS WERE PRESENT AT THE TIME OF INSPECTION. PRIME AND PAINT INSPECTED AREAS. NDT TECH.- A.W.SALTSMAN***** ***** REPAIR PROCESS COMMENTS: INSPECT THE TOP OF THE CAB FOR CRAKES IN THE WELDS. THE PLASTIC COVER WAS REMOVED AND THE PAINT WAS REMOVED OVER THE WELD AND THE WELDS CHECKED. THIS CAB IS NOT CRACKED. THE WELDS WERE PAINTED AND THE PLASTIC COVER INSTALLED. SERVICE TECH. 4012 D.HOLLIGER IRVING TO PROSPER TX |
| 03/07/2014 | Service | 1725 | TRAVEL TO/FROM MACHINE | 02/20/2014- TRAVEL TO AND FROM JOBSITE. NDT TECH.- A.W.SALTSMAN***** ***** |
| 03/07/2014 | Service | 1725 | INSPECT ROPS/FOPS CAB | 02/20/2014- ASSIST WORTHINGTON REP PERFORM NDT EXAMINATION ON THE ROPS/FOPS WELD CONNECTION. REMOVE PAINT FROM WELDS ON BOTH SIDES OF THE ROPS. PERFORM DYE PENETRANT EXAMINATION. NO INDICATIONS WERE PRESENT AT THE TIME OF INSPECTION. PRIME AND PAINT INSPECTED AREAS. NDT TECH.- A.W.SALTSMAN***** ***** REPAIR PROCESS COMMENTS: INSPECT THE TOP OF THE CAB FOR CRAKES IN THE WELDS. THE PLASTIC COVER WAS REMOVED AND THE PAINT WAS REMOVED OVER THE WELD AND THE WELDS CHECKED. THIS CAB IS NOT CRACKED. THE WELDS WERE PAINTED AND THE PLASTIC COVER INSTALLED. SERVICE TECH. 4012 D.HOLLIGER IRVING TO PROSPER TX |
| 03/07/2014 | Service | 1725 | TRAVEL TO/FROM MACHINE | 02/20/2014- TRAVEL TO AND FROM JOBSITE. NDT TECH.- A.W.SALTSMAN***** ***** |

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| 03/31/2014 | Service | 1940 | INSPECT MACHINE | 2/28/14 1- REMOVED THE SCREENED INSERT FROM THE TOP OF THE MANIFOLD IN FRONT OF THE DIFFERENTIAL HOUSING. THERE WAS NO SCREEN LEFT ON THE SCREW IN INSERT AND WAS NONE TO BE FOUND IN THE BOTTOM OF THE HOLE. SENT PICS TO BOYD. 2- PULLED OIL SAMPLES FROM THE COMPLETE MACHINE AND A 500 HOUR PM WAS PERFORMED ON MACHINE. 3- FOUND STEERING VALVE LEAKING ON L/H FRAME ABOVE MIDDLE BELLY PAN. TOOK PICS AND SENT TO BOYD. WILL NEED TO BE REMOVED AND RESEALED. 4- REMOVED CSM TRANSDUCERS AND WIRING FROM TRANS WILL PACKAGE AND SHIP BACK TO CAT. 5- INSTALLED INSULATION ON REAR DEF HOSE FOR C-9 ENGINE. 6- REPAIRED L/R STEP. 7- REPAIRED R/R STEP. 8- ADDED SPACERS TO HOCKEY PUCK BRACKET TO SPACE IT AWAY FROM AIR CLEANER BONNET. 9- FOUND TRANS FILLER TUBE DAMAGED BECAUSE OF FENDER FLAP TORN OFF UNDER L/H FENDER. GOING TO NEED INNER FENDER AND FENDER PARTS, ALONG WITH FILLER TUBE PARTS. 10- HYD TANK BREAKER RELIEF IS NOT WORKING PROPERLY AND NEEDS TO BE REPLACED. 11- INSTALLED NEW HOS |
| 03/31/2014 | Service | 1940 | TRAVEL TO/FROM MACHINE | |
| 03/31/2014 | Service | 1940 | TRAVEL TO/FROM MACHINE | |
| 03/31/2014 | Service | 1940 | INSPECT MACHINE | 2/28/14 1- REMOVED THE SCREENED INSERT FROM THE TOP OF THE MANIFOLD IN FRONT OF THE DIFFERENTIAL HOUSING. THERE WAS NO SCREEN LEFT ON THE SCREW IN INSERT AND WAS NONE TO BE FOUND IN THE BOTTOM OF THE HOLE. SENT PICS TO BOYD. 2- PULLED OIL SAMPLES FROM THE COMPLETE MACHINE AND A 500 HOUR PM WAS PERFORMED ON MACHINE. 3- FOUND STEERING VALVE LEAKING ON L/H FRAME ABOVE MIDDLE BELLY PAN. TOOK PICS AND SENT TO BOYD. WILL NEED TO BE REMOVED AND RESEALED. 4- REMOVED CSM TRANSDUCERS AND WIRING FROM TRANS WILL PACKAGE AND SHIP BACK TO CAT. 5- INSTALLED INSULATION ON REAR DEF HOSE FOR C-9 ENGINE. 6- REPAIRED L/R STEP. 7- REPAIRED R/R STEP. 8- ADDED SPACERS TO HOCKEY PUCK BRACKET TO SPACE IT AWAY FROM AIR CLEANER BONNET. 9- FOUND TRANS FILLER TUBE DAMAGED BECAUSE OF FENDER FLAP TORN OFF UNDER L/H FENDER. GOING TO NEED INNER FENDER AND FENDER PARTS, ALONG WITH FILLER TUBE PARTS. 10- HYD TANK BREAKER RELIEF IS NOT WORKING PROPERLY AND NEEDS TO BE REPLACED. 11- INSTALLED NEW HOS |
| 03/31/2014 | Service | 1940 | TRAVEL TO/FROM MACHINE | |
| 03/31/2014 | Service | 1940 | TRAVEL TO/FROM MACHINE | |
| 04/17/2014 | Service | 2000 | INSPECT MACHINE | 03/31/14 2000 HRS EMP 4344 DOWNLOADED REPORTS, INSPECTED MACHINE, GUARD UNDER CAB DAMAGED, SUBMITTED REPORT TO BOYD. |
| 04/17/2014 | Service | 2000 | TRAVEL TO/FROM MACHINE | |
| 04/17/2014 | Service | 2000 | INSPECT MACHINE | 03/31/14 2000 HRS EMP 4344 DOWNLOADED REPORTS, INSPECTED MACHINE, GUARD UNDER CAB DAMAGED, SUBMITTED REPORT TO BOYD. |
| 04/17/2014 | Service | 2000 | TRAVEL TO/FROM MACHINE | |
| 04/30/2014 | Service | 2156 | INSPECT MACHINE | 04/11/14 2156 HOURS NO DYE VISIBLE IN TRANS 2- SEAT SUSPENSION WAS INSTALLED ON 3/21. GROUND STRAP HAS BEEN REMOVED. 3- REPAIRED REAR CAMERA BY REPLACING THE REAR COAX CABLE. 4- CAB POST COVERS CAN NOT BE ADJUSTED, WARPED. 5- BAFFLE IN FRONT OF R/H TIRE OK 6- NO CRACKS FOUND IN HITCH HOSE BRACKET. 7- REPAIRED BARE SPOT IN WIRE FOR REAR ENGINE FUEL PUMP. SPARKED AND BLEW FUSE WHILE WORKING IN REAR ENGINE AREA. FOUND WIRE SHIELD RUBBED THROUGH. 8- REPLACED PLASTIC COVER UNDER CAB. 9- UPDATED SOFTWARE. ARIC HAS DOWNLOADS. 04/24/14 PERFORMED INSPECTION ON MACHINE AND CAPTURED DOWNLOADS. SENT INFO TO BOYD. IRVING TO STONEBROOK & 423, LITTLE ELM TX |
| 04/30/2014 | Service | 2156 | TRAVEL TO/FROM MACHINE | |
| 04/30/2014 | Service | 2156 | TRAVEL TO/FROM MACHINE | |

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| 04/30/2014 | Service | 2156 | INSPECT MACHINE | 04/11/14 2156 HOURS NO DYE VISIBLE IN TRANS 2- SEAT SUSPENSION WAS INSTALLED ON 3/21. GROUND STRAP HAS BEEN REMOVED. 3- REPAIRED REAR CAMERA BY REPLACING THE REAR COAX CABLE. 4- CAB POST COVERS CAN NOT BE ADJUSTED, WARPED. 5- BAFFLE IN FRONT OF R/H TIRE OK 6- NO CRACKS FOUND IN HITCH HOSE BRACKET. 7- REPAIRD BARE SPOT IN WIRE FOR REAR ENGINE FUEL PUMP. SPARKED AND BLEW FUSE WHILE WORKING IN REAR ENGINE AREA. FOUND WIRE SHIELD RUBBED THROUGH. 8- REPLACED PLASTIC COVER UNDER CAB. 9- UPDATED SOFTWARE. ARIC HAS DOWNLOADS. 04/24/14 PERFORMED INSPECTION ON MACHINE AND CAPTURED DOWNLOADS. SENT INFO TO BOYD. IRVING TO STONEBROOK & 423, LITTLE ELM TX |
| 04/30/2014 | Service | 2156 | TRAVEL TO/FROM MACHINE | |
| 04/30/2014 | Service | 2156 | TRAVEL TO/FROM MACHINE | |
| 05/19/2014 | Service | 2294 | PERFORM SERVICE ON 2000 HR MNT SVR TIER 4 | |
| 05/19/2014 | Service | 2294 | TRAVEL TO/FROM MACHINE | |
| 05/19/2014 | Service | 2294 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION: FRISCO TX SERVICE DATE: 5/15/14 TECHNICIAN: 1771 SEAT BELT INSTALL DATE: MARCH 12 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * **** ITEMS REQUIRING FURTHER ATTENTION **** * 1. PUSHER, HYD CYLINDER LEAKING OIL 2. WHEN I PULLED TRANS SCREENS TO CLEAN THEM UP PIECES OF METAL WAS FOUND IN HOUSING MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 05/19/2014 | Service | 2294 | | |
| 05/30/2014 | Service | 2294 | INSPECT MACHINE | 5/8 2264 HOURS MACHINE INSPECTION PERFORMED AND BELLY PANS WERE REMOVED TO LOCATE LEAK. FOUND STEERING VALVE LEAKING AGAIN. AS PER ENGINEERS A NEW VALVE WAS ORDERED. DOWNLOADS WER PULLED AND REPORT TURNED INTO BOYD. 5/15 2294 1- 2000 HOUR PM WAS PERFORMED ON MACHINE, THERE WERE PIECES OF BRASS FOUND IN THE FRONT TRANSMISSION SCREEN. SHAWN KNOX HAS THESE PIECES TO GIVE TO YOU OR ARIC. 2- REPLACED BROKEN COOLANT LINE BRACKET ON TOP OF NRS COOLER WITH NEW STYLE BRACKET. 3- TROUBLESHOOT DEF SYSTEM ON FRONT ENGINE WITH SHAWN KNOX. REPLACED 423-3253 FITTING ON THE DEF RETURN LINE. 4- PERFORMED INSPECTION OF MACHINE 5- AFTER STARTING MACHINE THE E1466-1 SHUTDOWN FAULT BECAME ACTIVE ON THE FRONT ENGINE. THE ENGINE WAS NOT SHUT DOWN AND DID NOT DIE. NO APPARENT REASON FOR THE CODE TO BE ACTIVE. WENT AWAY AFTER A COUPLE OF MINUTES. SHAWN KNOX HAS MORE INFO ON THE CODE. 6- SHAWN KNOX HAS THE DOWNLOAD INFORMATION FROM THE MACHINE. 5/21 SHIPPED PARTS TO CAT AND PERFORMED PAPERWORK. |
| 05/30/2014 | Service | 2294 | TRAVEL TO/FROM MACHINE | |
| 05/30/2014 | Service | 2294 | TRAVEL TO/FROM MACHINE | |
| 05/30/2014 | Service | 2294 | INSPECT MACHINE | 5/8 2264 HOURS MACHINE INSPECTION PERFORMED AND BELLY PANS WERE REMOVED TO LOCATE LEAK. FOUND STEERING VALVE LEAKING AGAIN. AS PER ENGINEERS A NEW VALVE WAS ORDERED. DOWNLOADS WER PULLED AND REPORT TURNED INTO BOYD. 5/15 2294 1- 2000 HOUR PM WAS PERFORMED ON MACHINE, THERE WERE PIECES OF BRASS FOUND IN THE FRONT TRANSMISSION SCREEN. SHAWN KNOX HAS THESE PIECES TO GIVE TO YOU OR ARIC. 2- REPLACED BROKEN COOLANT LINE BRACKET ON TOP OF NRS COOLER WITH NEW STYLE BRACKET. 3- TROUBLESHOOT DEF SYSTEM ON FRONT ENGINE WITH SHAWN KNOX. REPLACED 423-3253 FITTING ON THE DEF RETURN LINE. 4- PERFORMED INSPECTION OF MACHINE 5- AFTER STARTING MACHINE THE E1466-1 SHUTDOWN FAULT BECAME ACTIVE ON THE FRONT ENGINE. THE ENGINE WAS NOT SHUT DOWN AND DID NOT DIE. NO APPARENT REASON FOR THE CODE TO BE ACTIVE. WENT AWAY AFTER A COUPLE OF MINUTES. SHAWN KNOX HAS MORE INFO ON THE CODE. 6- SHAWN KNOX HAS THE DOWNLOAD INFORMATION FROM THE MACHINE. 5/21 SHIPPED PARTS TO CAT AND PERFORMED PAPERWORK. |
| 05/30/2014 | Service | 2294 | TRAVEL TO/FROM MACHINE | |
| 05/30/2014 | Service | 2294 | TRAVEL TO/FROM MACHINE | |

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| 06/29/2014 | Service | 2552 | INSPECT MACHINE | 5/29-30 2378 HOURS BOYD IN TOWN. PERFORMED INSPECTIONS AND UPDATES AS PER NOTES BOYD HAD. 6/12 2474 HOURS 1-REPLACED THE RIGHT FRONT FENDER INSERT IN FRONT OF TIRE. REMOVED LOWER FENDER BRACKET AND R/H FENDER. ALSO HAD TO REMOVE INNER FENDER TO REMOVE INSERT. ALSO HAD TO REMOVE GUARDS UNDER CEM AND CLEAN OUT ALL THE DIRT BUILD-UP FROM THE HOLE IN THE INNER FENDER. AFTER INNER FENDER REPLACED ALL WAS ASSEMBLED BACK ON MACHINE. 2-ADDED COOLANT CONDITIONER TO REAR RADIATOR. 3-INSTALLED HEAT STRIPS ON THE REAR BRAKE OIL TANK. PHOTO HEAT STRIPS ON REAR TRANS TANK. 4- DOWNLOADED STATUS REPORT AND PROGNOSTIC REPORTS. 5-PERFORMED VISUAL INSPECTION ON MACHINE AND RAN MACHINE TO VERIFY OPERATIONS OK 6/25/14 2552 HOURS PERFORMED INSPECTION OF MACHINE AND CAPTURED DOWNLOADS. ADDED DYE TO THE HYD TANK. IRVING TO REEDER ROAD ANC CR217, FORNEY TX |
| 06/29/2014 | Service | 2552 | TRAVEL TO/FROM MACHINE | |
| 06/29/2014 | Service | 2552 | TRAVEL TO/FROM MACHINE | |
| 06/29/2014 | Service | 2552 | INSPECT MACHINE | 5/29-30 2378 HOURS BOYD IN TOWN. PERFORMED INSPECTIONS AND UPDATES AS PER NOTES BOYD HAD. 6/12 2474 HOURS 1-REPLACED THE RIGHT FRONT FENDER INSERT IN FRONT OF TIRE. REMOVED LOWER FENDER BRACKET AND R/H FENDER. ALSO HAD TO REMOVE INNER FENDER TO REMOVE INSERT. ALSO HAD TO REMOVE GUARDS UNDER CEM AND CLEAN OUT ALL THE DIRT BUILD-UP FROM THE HOLE IN THE INNER FENDER. AFTER INNER FENDER REPLACED ALL WAS ASSEMBLED BACK ON MACHINE. 2-ADDED COOLANT CONDITIONER TO REAR RADIATOR. 3-INSTALLED HEAT STRIPS ON THE REAR BRAKE OIL TANK. PHOTO HEAT STRIPS ON REAR TRANS TANK. 4- DOWNLOADED STATUS REPORT AND PROGNOSTIC REPORTS. 5-PERFORMED VISUAL INSPECTION ON MACHINE AND RAN MACHINE TO VERIFY OPERATIONS OK 6/25/14 2552 HOURS PERFORMED INSPECTION OF MACHINE AND CAPTURED DOWNLOADS. ADDED DYE TO THE HYD TANK. IRVING TO REEDER ROAD ANC CR217, FORNEY TX |
| 06/29/2014 | Service | 2552 | TRAVEL TO/FROM MACHINE | |
| 06/29/2014 | Service | 2552 | TRAVEL TO/FROM MACHINE | |
| 07/31/2014 | Service | 2705 | INSPECT MACHINE | 6/30 MACHINE HAD ALARMS GOING OFF. FOUND SUPPLEMENTARY STEERING CODES. STEERING PRESSURE SENSOR WAS UNPLUGGED. LOOKED LIKE IT WAS KNOCKED OFF DURING WASHING OF MACHINE OVER THE WEEKEND. CUSTOMER CALLED AND SAID THERE WERE ALARMS AND LIGHTS GOING OFF AND WAS ACTIVE STEERING CODE. WENT TO MACHINE AND FOUND SUPPLEMENTAL STEERING #2 PRESSURE SENSOR OPEN CIRCUIT CODE. FOUND THAT WHEN THE MACHINE WAS WASHED OVER THE WEEKEND THE PLUG HAD GOTTEN KNOCKED OFF THE SENSOR. PLUGGED IT BACK IN. THE PLUG LOCKED ON THE SENSOR SECURELY. CLEARED THE CODES AND GAVE THE MACHINE BACK TO THE OPERATOR. WHILE I WAS AT LUNCH THE CUSTOMER CALLED BACK AND SAID THE CUSHION HITCH AND APRON QUIT WORKING ON THE MACHINE. WENT BACK TO MACHINE AND FOUND ACTIVE CODES FOR THE 8V SUPPLY LOW VOLTAGE ON THE HYD SYSTEM AND CUSHION HITCH CYLINDER POSITION SENSOR FAILURE. UNPLUGGED ALL HARNESS PLUGS AND CHECKED FOR MOISTURE. SOME WERE WET AND WERE CLEANED AND DRYED. DID NOT FIX PROBLEM. UNPLUGGED CUSHION HITCH CYLINDER POSITIO |
| 07/31/2014 | Service | 2705 | TRAVEL TO/FROM MACHINE | |
| 07/31/2014 | Service | 2705 | TRAVEL TO/FROM MACHINE | |

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| 07/31/2014 | Service | 2705 | INSPECT MACHINE | 6/30 MACHINE HAD ALARMS GOING OFF. FOUND SUPPLEMENTARY STEERING CODES. STEERING PRESSURE SENSOR WAS UNPLUGGED. LOOKED LIKE IT WAS KNOCKED OFF DURING WASHING OF MACHINE OVER THE WEEKEND. CUSTOMER CALLED AND SAID THERE WERE ALARMS AND LIGHTS GOING OFF AND WAS ACTIVE STEERING CODE. WENT TO MACHINE AND FOUND SUPPLEMENTAL STEERING #2 PRESSURE SENSOR OPEN CIRCUIT CODE. FOUND THAT WHEN THE MACHINE WAS WASHED OVER THE WEEKEND THE PLUG HAD GOTTEN KNOCKED OFF THE SENSOR. PLUGGED IT BACK IN. THE PLUG LOCKED ON THE SENSOR SECURELY. CLEARED THE CODES AND GAVE THE MACHINE BACK TO THE OPERATOR. WHILE I WAS AT LUNCH THE CUSTOMER CALLED BACK AND SAID THE CUSHION HITCH AND APRON QUIT WORKING ON THE MACHINE. WENT BACK TO MACHINE AND FOUND ACTIVE CODES FOR THE 8V SUPPLY LOW VOLTAGE ON THE HYD SYSTEM AND CUSHION HITCH CYLINDER POSITION SENSOR FAILURE. UNPLUGGED ALL HARNESS PLUGS AND CHECKED FOR MOISTURE. SOME WERE WET AND WERE CLEANED AND DRIED. DID NOT FIX PROBLEM. UNPLUGGED CUSHION HITCH CYLINDER POSITIO |
| 07/31/2014 | Service | 2705 | TRAVEL TO/FROM MACHINE | |
| 07/31/2014 | Service | 2705 | TRAVEL TO/FROM MACHINE | |
| 08/29/2014 | Service | 2855 | INSPECT MACHINE | 8/7 2754 HOURS MACHINE HAD STEERING CODES ACTIVE. CODES WERE ALL FOR LOW VOLTAGE. AFTER TROUBLESHOOTING IT WAS DECIDED THAT THE SECONDARY STEERING SOLENOID WAS NOT SENDING THE PROPER VOLTAGE TO SYSTEM. UPON REMOVAL FOUND THE SOLENOID CONTACTS WERE RUSTED REALLY BADLY AND CAUSING A VOLTAGE DROP. REPLACED THE SOLENOID AND ALL WORKED FINE. 8/8 PERFORMED IMU UPDATE ON MACHINE. INSTALLED PARTS, FLASHED SOFTWARE, COULD NOT PERFORM CALIBRATIONS. THE MACHINE WOULD NOT CALIBRATE BECAUSE OF BRAKE PEDAL BEING DEPRESSED. FOUND LINKAGE LOOSE IN THE BRAKE PEDAL CONTROL AND NOT DEPRESSING SWITCH. WAS ABLE TO TRICK THE SYSTEM BY MANUALLY DEPRESSING THE SWITCH AND PERFORM CALIBRATIONS. ORDERED BRAKE PEDAL ASSY AND PUT MACHINE BACK TO WORK. 8/14 2795 HOURS CUSHION HITCH QUIT WORKING ON MACHINE AND FOUND THE ACTUATION SOLENOID WAS NOT WORKING. REPLACED THE SOLENOID WITH ONE OF THE SAME TO GET MACHINE GOING AND REPLACED THE BRAKE PEDAL ASSY WITH ONE WHICH HAD COME IN. ORDERED A 352-2734 SOLENOID. 8/19 |
| 08/29/2014 | Service | 2855 | TRAVEL TO/FROM MACHINE | |
| 08/29/2014 | Service | 2855 | TRAVEL TO/FROM MACHINE | |
| 08/29/2014 | Service | 2855 | INSPECT MACHINE | 8/7 2754 HOURS MACHINE HAD STEERING CODES ACTIVE. CODES WERE ALL FOR LOW VOLTAGE. AFTER TROUBLESHOOTING IT WAS DECIDED THAT THE SECONDARY STEERING SOLENOID WAS NOT SENDING THE PROPER VOLTAGE TO SYSTEM. UPON REMOVAL FOUND THE SOLENOID CONTACTS WERE RUSTED REALLY BADLY AND CAUSING A VOLTAGE DROP. REPLACED THE SOLENOID AND ALL WORKED FINE. 8/8 PERFORMED IMU UPDATE ON MACHINE. INSTALLED PARTS, FLASHED SOFTWARE, COULD NOT PERFORM CALIBRATIONS. THE MACHINE WOULD NOT CALIBRATE BECAUSE OF BRAKE PEDAL BEING DEPRESSED. FOUND LINKAGE LOOSE IN THE BRAKE PEDAL CONTROL AND NOT DEPRESSING SWITCH. WAS ABLE TO TRICK THE SYSTEM BY MANUALLY DEPRESSING THE SWITCH AND PERFORM CALIBRATIONS. ORDERED BRAKE PEDAL ASSY AND PUT MACHINE BACK TO WORK. 8/14 2795 HOURS CUSHION HITCH QUIT WORKING ON MACHINE AND FOUND THE ACTUATION SOLENOID WAS NOT WORKING. REPLACED THE SOLENOID WITH ONE OF THE SAME TO GET MACHINE GOING AND REPLACED THE BRAKE PEDAL ASSY WITH ONE WHICH HAD COME IN. ORDERED A 352-2734 SOLENOID. 8/19 |
| 08/29/2014 | Service | 2855 | TRAVEL TO/FROM MACHINE | |
| 08/29/2014 | Service | 2855 | TRAVEL TO/FROM MACHINE | |
| 09/19/2014 | Service | 3021 | PERFORM SERVICE ON 1000 HR MNT SVR TIER 4 | |
| 09/19/2014 | Service | 3021 | TRAVEL TO/FROM MACHINE | |

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| 09/19/2014 | Service | 3021 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION: MCKINNEY TX SERVICE DATE: 9-12-14 TECHNICIAN: 1771-3183 SEAT BELT INSTALL DATE: MARCH 12 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * **** ITEMS REQUIRING FURTHER ATTENTION **** * 1. NOTHING TO REPORT AT THIS TIME. MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 09/19/2014 | Service | 3021 | | |
| 09/24/2014 | Service | 3077 | INSPECT MACHINE | ***9-4 2949 HOURS*** 1- REPLACED THE PRIMARY AND SECONDARY STEERING SENSORS FOR STEERING CODES COMING UP 2- PERFORMED INSPECTION OF MACHINE 3- W/WASHER BOTTLE CRACKED FROM WEATHER 4- REAR RADIATOR WAS PLUGGED. BLEW IT OUT 5- PULLED DOWNLOADS FROM MACHINE 6- P/M IS SCHEDULED FOR MACHINE THE END OF NEXT WEEK ***9-9*** PACKAGED AND SHIPPED PARTS THAT HAD BEEN REMOVED FROM MACHINE. ***9-12 3021 HOURS*** 1- INSTALLED 352-2734 CUSHION HITCH SOLENOID 2- LADDER STICKING AND WON'T COME DOWN. LUBRICATED AND GOT IT WORKING WELL AGAIN. 3- ALL OIL SAMPLES PULLED AND SHIPPED. MACHINE HAD A 1000 HOUR PM DONE AT THIS TIME. 4- DOWNLOAD PROGNOSTICS AND PRODUCT STATUS REPORTS. INCLUDED IN THIS E-MAIL 5- PERFORMED AN INSPECTION ON MACHINE. 6- PLASTIC GUARD UNDER CAB ABOUT TO RIP OFF AGAIN. 7- MATERIAL BUILT UP TO TRANS ON BOTTOM TRANS GUARD. COMPLETED ALL PAPERWORK REQUIRED TO CLOSE WORK ORDER FOR THE MONTH OF SEPTEMBER. IRVING TO HARDIN ROAD AND WILMOTH ROAD |
| 09/24/2014 | Service | 3077 | TRAVEL TO/FROM MACHINE | |
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| 09/24/2014 | Service | 3077 | INSPECT MACHINE | ***9-4 2949 HOURS*** 1- REPLACED THE PRIMARY AND SECONDARY STEERING SENSORS FOR STEERING CODES COMING UP 2- PERFORMED INSPECTION OF MACHINE 3- W/WASHER BOTTLE CRACKED FROM WEATHER 4- REAR RADIATOR WAS PLUGGED. BLEW IT OUT 5- PULLED DOWNLOADS FROM MACHINE 6- P/M IS SCHEDULED FOR MACHINE THE END OF NEXT WEEK ***9-9*** PACKAGED AND SHIPPED PARTS THAT HAD BEEN REMOVED FROM MACHINE. ***9-12 3021 HOURS*** 1- INSTALLED 352-2734 CUSHION HITCH SOLENOID 2- LADDER STICKING AND WON'T COME DOWN. LUBRICATED AND GOT IT WORKING WELL AGAIN. 3- ALL OIL SAMPLES PULLED AND SHIPPED. MACHINE HAD A 1000 HOUR PM DONE AT THIS TIME. 4- DOWNLOAD PROGNOSTICS AND PRODUCT STATUS REPORTS. INCLUDED IN THIS E-MAIL 5- PERFORMED AN INSPECTION ON MACHINE. 6- PLASTIC GUARD UNDER CAB ABOUT TO RIP OFF AGAIN. 7- MATERIAL BUILT UP TO TRANS ON BOTTOM TRANS GUARD. COMPLETED ALL PAPERWORK REQUIRED TO CLOSE WORK ORDER FOR THE MONTH OF SEPTEMBER. IRVING TO HARDIN ROAD AND WILMOTH ROAD |
| 09/24/2014 | Service | 3077 | TRAVEL TO/FROM MACHINE | |
| 09/24/2014 | Service | 3077 | TRAVEL TO/FROM MACHINE | |
| 10/27/2014 | Service | 3291 | INSPECT MACHINE | 10/06 3205 HOURS 1- PULLED DOWNLOADS FROM WTC00103, S/R. PROGNOSTICS DOWNLOADES. 2- C13 ENGINE HAS 109-8 SPEED SENSOR CODE LOGGING AND STAYING ACTIVE AT TIMES. TOOK VIDEO OF STATUS REPORT AND DID SCREENPRINT OF SPEED SENSOR STATUSES. VIDEO SHOWS PRIMARY SPEED SENSOR DETECTION GOING ON AND OFF. STATUS SHOWS PRIMARY SPEED SENSOR NOT DETECTED. I AM ORDERING A PRIMARY SPEED SENSOR TO INSTALL AFTER WTC00102 IS BACK UP AND RUNNING. 3- PERFORMED A WALK AROUND INSPECTION OF MACHINE. 10/21 3291 HOURS TOOK LONE STAR TRUCKING TO MACHINE. UNLOADED STINGER FROM TRUCK WITH DOZER AND HOOKED TO BACK OF TRAILER. PREPARED TRUCK FOR LOADING AND REMOVED ALL HIGH ITEMS FROM MACHINE TO GET HEIGHT DOWN TO PERMIT RANGE. LOADED MACHINE ON TRUCK AND TIED DOWN. FOUND TRUCK HAD AN AIR LEAK. DRIVER TOOK TRUCK TO GET AIRBAG REPLACED AND CAME BACK AND PICKED UP MACHINE AFTERWARDS. IRVING TO ROBSON RANCH ROAD, DENTON TX |
| 10/27/2014 | Service | 3291 | TRAVEL TO/FROM MACHINE | |

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| 10/27/2014 | Service | 3291 | INSPECT MACHINE | 10/06 3205 HOURS 1- PULLED DOWNLOADS FROM WTC00103, S/R, PROGNOSTICS DOWNLOADES. 2- C13 ENGINE HAS 109-8 SPEED SENSOR CODE LOGGING AND STAYING ACTIVE AT TIMES. TOOK VIDEO OF STATUS REPORT AND DID SCREENPRINT OF SPEED SENSOR STATUSES. VIDEO SHOWS PRIMARY SPEED SENSOR DETECTION GOING ON AND OFF. STATUS SHOWS PRIMARY SPEED SENSOR NOT DETECTED. I AM ORDERING A PRIMARY SPEED SENSOR TO INSTALL AFTER WTC00102 IS BACK UP AND RUNNING. 3- PERFORMED A WALK AROUND INSPECTION OF MACHINE. 10/21 3291 HOURS TOOK LONE STAR TRUCKING TO MACHINE. UNLOADED STINGER FROM TRUCK WITH DOZER AND HOOKED TO BACK OF TRAILER. PREPARED TRUCK FOR LOADING AND REMOVED ALL HIGH ITEMS FROM MACHINE TO GET HEIGHT DOWN TO PERMIT RANGE. LOADED MACHINE ON TRUCK AND TIED DOWN. FOUND TRUCK HAD AN AIR LEAK. DRIVER TOOK TRUCK TO GET AIRBAG REPLACED AND CAME BACK AND PICKED UP MACHINE AFTERWARDS. IRVING TO ROBSON RANCH ROAD, DENTON TX |
| 10/27/2014 | Service | 3291 | TRAVEL TO/FROM MACHINE | |
| 11/26/2014 | Service | 0 | REPAIR ZONE TWO | SPLITTING JOB NUMBER SP81355 DUE TO HIGH DOLLAR AMOUNT. PLEASE REFER BACK TO SP81355 |
| 11/26/2014 | Service | 0 | REPAIR ZONE TWO | SPLITTING JOB NUMBER SP81355 DUE TO HIGH DOLLAR AMOUNT. PLEASE REFER BACK TO SP81355 |
| 11/26/2014 | Service | 0 | REPAIR ZONE TWO | JOB IS BEING SPLIT UP DUE TO HIGH DOLLAR AMOUNT. PLEASE REFERENCE SP81355 STILL OPEN. |
| 11/26/2014 | Service | 0 | REPAIR ZONE TWO | JOB IS BEING SPLIT UP DUE TO HIGH DOLLAR AMOUNT. PLEASE REFERENCE SP81355 STILL OPEN. |
| 12/16/2014 | Service | 0 | REPAIR ZONE TWO | |
| 12/16/2014 | Service | 0 | REPAIR ZONE TWO | |
| 12/29/2014 | Service | 0 | RESEAL EJECTOR CYLINDER | CUSTOMER COMPLAINT: EJECTOR CYLINDER FROM DECATUR LEAKING OIL CAUSE OF FAILURE: WIPER SEAL REPAIR PROCESS COMMENTS: MOUNT EJECTOR CYLINDER ON HYDRAULIC BENCH AND REMOVE HEAD AND ROD FROM BARREL. REMOVE PISTON NUT, PISTON AND HEAD FROM ROD. [PICTURES WERE TAKEN FOR CAT ENGINEERS] REMOVE ALL OLD SEALS AND PACKING FROM THE PISTON AND HEAD. THE WIPER SEAL HAD OIL AND DEBRIS UNDER THE SEAL AND IS BELIEVED TO BE THE CAUSE OF THE OIL LEAK. THE ROD WAS CHECKED FOR STRAIGHTNESS AND FOR NICKS. [NO PROBLEM WAS FOUND WITH THE ROD] NEW NO PROBLEM WAS FOUND WITH THE ROD] NEW PACKING AND SEALS WERE INSTALLED IN THE HEAD AND PISTON. REASSEMBLE THE CYLINDER AND TORQUE THE PISTON NUT TO FACTORY SPECS. THE BARREL WAS HONED AND CLEANED BEFORE THE CYLINDER WAS REASSEMBLED. THE OLD SEALS WERE BAGGED AND SENT BACK TO DECATUR VIA THE SHUTTLE. |
| 12/29/2014 | Service | 0 | LOAD/UNLOAD MACHINE | |
| 12/29/2014 | Service | 0 | CLEAN. MACHINE | |
| 12/29/2014 | Service | 0 | REMOVE AND INSTALL TIRE(S) | |
| 12/29/2014 | Service | 0 | TRAINING PM-1 250 HOUR | |
| 12/29/2014 | Service | 0 | WELD MACHINE | REPAIR PROCESS COMMENTS: I FIRST DISCONNECTED HYDRAULIC HOSES AN FUEL LINES FROM REAR OF BOWL. I THEN WENT TO FRONT OF BOWL AN UNBOLTED HOSE BRACKETS. THEN I PULLED LINES FORWARD. I THEN TEST FITTED PLATES ON BACK OF BOWL AN MARKED. I THEN FITTED SIDE PLATES TO BOWL AN MARKED. I THEN REMOVED PAINT FROM MARKED AREAS. I THEN REMOVED THE PAINT FROM MARKED AREAS. I THEN TACK. WELDED PLATES TO BOWL LEFT & RIGHT SIDES .I THEN FINISH WELDED PLATES TO BOWL. THEN CLEANED WELDED AREAS. I THEN PRIMED & PAINTED. I THEN REMOVED REAR FLOOR EXTENSIONS. THEN I REPAIRED MULTIPLE CRACKS IN FLOOR. I THEN TACK WELDED NEW STYLE FLOOR EXTENSIONS IN PLACE. I THEN FINISH WELDED. THEN I PRIMED & PAINTED. |
| 12/29/2014 | Service | 0 | TRAVEL TO/FROM MACHINE | |

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| 12/29/2014 | Service | 0 | RESEAL EJECTOR CYLINDER | CUSTOMER COMPLAINT: EJECTOR CYLINDER FROM DECATUR LEAKING OIL CAUSE OF FAILURE: WIPER SEAL REPAIR PROCESS COMMENTS: MOUNT EJECTOR CYLINDER ON HYDRAULIC BENCH AND REMOVE HEAD AND ROD FROM BARREL. REMOVE PISTON NUT, PISTON AND HEAD FROM ROD. [PICTURES WERE TAKEN FOR CAT ENGINEERS] REMOVE ALL OLD SEALS AND PACKING FROM THE PISTON AND HEAD. THE WIPER SEAL HAD OIL AND DEBRIS UNDER THE SEAL AND IS BELIEVED TO BE THE CAUSE OF THE OIL LEAK. THE ROD WAS CHECKED FOR STRAIGHTNESS AND FOR NICKS. [NO PROBLEM WAS FOUND WITH THE ROD] NEW NO PROBLEM WAS FOUND WITH THE ROD] NEW PACKING AND SEALS WERE INSTALLED IN THE HEAD AND PISTON. REASSEMBLE THE CYLINDER AND TORQUE THE PISTON NUT TO FACTORY SPECS. THE BARREL WAS HONED AND CLEANED BEFORE THE CYLINDER WAS REASSEMBLED. THE OLD SEALS WERE BAGGED AND SENT BACK TO DECATUR VIA THE SHUTTLE. |
| 12/29/2014 | Service | 0 | LOAD/UNLOAD MACHINE | |
| 12/29/2014 | Service | 0 | CLEAN. MACHINE | |
| 12/29/2014 | Service | 0 | REMOVE AND INSTALL TIRE(S) | |
| 12/29/2014 | Service | 0 | TRAINING PM-1 250 HOUR | |
| 12/29/2014 | Service | 0 | WELD MACHINE | REPAIR PROCESS COMMENTS: I FIRST DISCONNECTED HYDRAULIC HOSES AN FUEL LINES FROM REAR OF BOWL. I THEN WENT TO FRONT OF BOWL AN UNBOLTED HOSE BRACKETS. THEN I PULLED LINES FORWARD. I THEN TEST FITTED PLATES ON BACK OF BOWL AN MARKED. I THEN FITTED SIDE PLATES TO BOWL AN MARKED. I THEN REMOVED PAINT FROM MARKED AREAS. I THEN REMOVED THE PAINT FROM MARKED AREAS. I THEN TACK. WELDED PLATES TO BOWL LEFT & RIGHT SIDES . I THEN FINISH WELDED PLATES TO BOWL. THEN CLEANED WELDED AREAS. I THEN PRIMED & PAINTED. I THEN REMOVED REAR FLOOR EXTENSIONS. THEN I REPAIRED MULTIPLE CRACKS IN FLOOR. I THEN TACK WELDED NEW STYLE FLOOR EXTENSIONS IN PLACE. I THEN FINISH WELDED. THEN I PRIMED & PAINTED. |
| 12/29/2014 | Service | 0 | TRAVEL TO/FROM MACHINE | |
| 01/27/2015 | Service | 0 | INSTALL PRODUCT LINK SYSTEM 321 | PL522 PRODUCT LINK READY INSTALLATION PL522 PRODUCT LINK LEGACY INSTALLATION |
| 01/31/2015 | Service | 3303 | DELIVER MACHINE | 01/05/15 3303 HOURS WENT TO MACHINE AND ASSEMBLED AFTER IT WAS SHIPPED FROM CAT. LOOKED OVER MACHINE AND RAN TO CHECK FOR PROPER OPERATION. DELIVERED TO FCS CONSTRUCTION LLC |
| 01/31/2015 | Service | 3303 | TRAVEL TO/FROM MACHINE | |
| 02/04/2015 | Service | 3412 | REPAIR ELECTRICAL SYSTEM | CUSTOMER COMPLAINT: FAULT CODE 3652, 3653-14 COMES ACTIVE AND LOGS. NO PERFORMANCE COMPLAINT. CAUSE OF FAILURE: SENSOR RESULTANT DAMAGE: SENSOR REPAIR PROCESS COMMENTS: 01/23/2015 FOUND LOGGED CODES MENTIONED ABOVE. RESEARCHED THE CODES AND FOUND A T/S PROCEDURE TO REPLACE ONE OR BOTH SENSORS. STEERING PRESSURE SENSOR #1 AND #2 SPECIAL INSTRUCTIONS. ORDERED NEW SENSORS. 01/26/2015 RECEIVED NEW SENSORS AND AT MACHINE REPLACED THE SENSORS AND PUT UNIT BACK INTO SERVICE. HAVEN'T GOT WORD IF THE CODE HAS COME BACK OR NOT. 3031 MARK E. BAKER |
| 03/10/2015 | Service | 0 | INSTALL PRODUCT LINK SYSTEM 321 | PL522 PRODUCT LINK READY INSTALLATION. REMOVED PL321 PER CUST REQUEST AND INSTALLED PL522 |
| 03/24/2015 | Service | 0 | CLASSROOM TRAINING MACHINE | CLASSROOM TRAINING FOR FCS FOR SCRAPPER MODEL 627K |
| 03/24/2015 | Service | 0 | TRAVEL TO/FROM MACHINE | |
| 03/30/2015 | Service | 3707 | TRAVEL TO/FROM MACHINE | |
| 03/30/2015 | Service | 3707 | DELIVER MACHINE | PERFORMED DELIVERY INSPECTION ON MACHINE MACHINE LEASED TO FCS CONSTRUCTION LLC WENT TO MACHINE AND LOOKED OVER PRODUCT LINK SYSTEM. MACHINE HAD NEW SYSTEM ON IT. DOWNLOADED STATUS REPORT. PROVIDED NIGEL WITH INFO AND HE SAID IT WOULD NEED REGISTERED. |
| 03/30/2015 | Service | 3707 | REPAIR PRODUCT LINK SYSTEM 321 | |
| 03/30/2015 | Service | 3707 | TRAVEL TO/FROM MACHINE | |

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| 04/07/2015 | Service | 3718 | TEMPORARY HOOK-UP OF ENGINE COOLING SYSTEM | CUSTOMER COMPLAINT: COOLANT LEAK CAUSE OF FAILURE: HOSE MENTIONED IS PULLING ON FITTING THREADED INTO THE WATER PUMP INLET ELBOW. FRETTING OF THE THREADS IN THE ELBOW. RESULTANT DAMAGE: COOLANT LEAK BETWEEN FITTING AND THE ELBOW THREADS. REPAIR PROCESS COMMENTS: 03/27/2015 WHILE AT ANOTHER JOB SITE PARTS WERE LOOKED UP FOR THE WATER PUMP INLET ELBOW AND THE FITTING, FROM INFORMATION OVER THE PHONE AND PICTURES. GOT A CALL FROM CLIFF WITH HOLT MACHINE RENTAL DEPARTMENT AND ASKED ME TO REMOVE THE PARTS FROM THE 627K AT LITTLE ELM AND TAKE THEM TO THE THIS MACHINE AND GET IT OPERATIONAL. AT LITTLE ELM EMPTIED BUCKETS AND CLEANED. DROPPED FRONT BELLY PAN AND DRAINED COOLANT. REMOVED THE LEFT SIDE LADDER AND SIDE COVER, DISCONNECTED THE WATER PUMP INLET ELBOW AND REMOVED. ACCESSIBILITY IS VERY LIMITED BUT PARTS WAS REMOVED. ORDERED NEW PARTS AND ARE BACK ORDERED NEXT DAY AIR AS PER BRIAN FOGEL TOOK THE COOLANT OUT OF THIS MACHINE WITH ME TO THE DOWN MACHINE. OPENED UP LEFT SIDE AND DROPP |
| 04/07/2015 | Service | 3718 | TEMPORARY HOOK-UP OF ENGINE COOLING SYSTEM | CUSTOMER COMPLAINT: COOLANT LEAK CAUSE OF FAILURE: HOSE MENTIONED IS PULLING ON FITTING THREADED INTO THE WATER PUMP INLET ELBOW. FRETTING OF THE THREADS IN THE ELBOW. RESULTANT DAMAGE: COOLANT LEAK BETWEEN FITTING AND THE ELBOW THREADS. REPAIR PROCESS COMMENTS: 03/27/2015 WHILE AT ANOTHER JOB SITE PARTS WERE LOOKED UP FOR THE WATER PUMP INLET ELBOW AND THE FITTING, FROM INFORMATION OVER THE PHONE AND PICTURES. GOT A CALL FROM CLIFF WITH HOLT MACHINE RENTAL DEPARTMENT AND ASKED ME TO REMOVE THE PARTS FROM THE 627K AT LITTLE ELM AND TAKE THEM TO THE THIS MACHINE AND GET IT OPERATIONAL. AT LITTLE ELM EMPTIED BUCKETS AND CLEANED. DROPPED FRONT BELLY PAN AND DRAINED COOLANT. REMOVED THE LEFT SIDE LADDER AND SIDE COVER, DISCONNECTED THE WATER PUMP INLET ELBOW AND REMOVED. ACCESSIBILITY IS VERY LIMITED BUT PARTS WAS REMOVED. ORDERED NEW PARTS AND ARE BACK ORDERED NEXT DAY AIR AS PER BRIAN FOGEL TOOK THE COOLANT OUT OF THIS MACHINE WITH ME TO THE DOWN MACHINE. OPENED UP LEFT SIDE AND DROPP |
| 04/07/2015 | Service | 3718 | ASSEMBLE ENGINE COOLING SYSTEM | CUSTOMER COMPLAINT: PARTS WERE TAKEN OFF OF MACHINE WTC00186 IN ORDER TO REPAIR THIS MACHINE. REPAIR PROCESS COMMENTS: AFTER PARTS WERE RELOCATED FROM THE IRVING SHOP TO THE LITTLE ELM SHOP. THE OLDER FITTING AND PLUGS WERE INSTALLED ON THE NEW WATER PUMP ELBOW. A NEW O-RING WAS PUT ON THE WATER PUMP AND THE ELBOW WAS BOLTED BACK ON. ALL COOLANT LINES WERE RECONNECTED AND TIGHTENED DOWN. THE MACHINE WAS REFILLED WITH COOLANT. THE RIGHT FRONT SIDE COVER WAS PLACED BACK ON THE MACHINE AND THE LADDER WAS ALSO BOLTED BACK ON. TECH: A194 |
| 04/07/2015 | Service | 3718 | TRAVEL TO/FROM | |
| 04/07/2015 | Service | 3759 | PERFORM SERVICE ON 500 HR MNT SVR TIER 4 | |
| 04/07/2015 | Service | 3759 | TRAVEL TO/FROM MACHINE | |
| 04/07/2015 | Service | 3759 | WELD WITH HARDWARE INFORMATION RECORD ONLY | REPAIR PROCESS COMMENTS: NEED TO COME OUT AND CHANGE THE HYDRAULIC FILTERS "WRONG FILTERS WERE ORDERED" |
| 04/07/2015 | Service | 3759 | | |
| 05/20/2015 | Service | 3846 | DELIVER MACHINE | CUSTOMER COMPLAINT: FORMAL DELIVERY TO FCS CONSTRUCTION LLC |

06/25/2015 Service 3991

TROUBLESHOOT ENGINE

CUSTOMER COMPLAINT: ENGINE RUNNING ROUGH. CAUSE OF FAILURE: FAILURE OF 4182029 INJECTOR WIRING HARNESS. RESULTANT DAMAGE: #6 INJECTOR WAS NOT OPERATING. REPAIR PROCESS COMMENTS: ON 6-12-15, I WENT TO THE MACHINE AND CONNECTED E.T. FAULT CODE 6-5 "#6 INJECTOR SOLENOID: CURRENT BELOW NORMAL" WAS ACTIVE. I PERFORMED AN INJECTOR SOLENOID TEST. THE TEST SHOWED THAT THE #6 INJECTOR SOLENOID CIRCUIT WAS OPEN. I REMOVED THE HOOD, THE COOLANT SURGE TANK, AND THE ENGINE VALVE MECHANISM COVER. I UNPLUGGED THE INJECTOR HARNESS FROM THE #6 INJECTOR AND CHECKED THE CONTINUITY OF THE WIRES TO THE #6 INJECTOR SOLENOID. THE #3 WIRE IN THE #6 INJECTOR PLUG WHICH CONNECTS TO THE #5 CONTACT IN THE ENGINE HARNESS PLUG TO THE INJECTOR HARNESS WAS OPEN. I REASSEMBLED THE ENGINE UNTIL I COULD COME BACK LATER WITH A NEW INJECTOR HARNESS. ON 6-15-15, I ORDERED A NEW 4182029 INJECTOR HARNESS. ON 6-16-15, THE NEW HARNESS ARRIVED AND I TOOK IT TO THE MACHINE AND INSTALLED IT. I CONNECTED E.T. AND PERFORME

06/25/2015 Service 3991

TROUBLESHOOT EJECTOR

CUSTOMER COMPLAINT: THE EJECTOR WOULD NOT RETRACT. CAUSE OF FAILURE: FAILURE OF 3749009 HITCH HARNESS. RESULTANT DAMAGE: THE A714-PU WIRE TO THE EJECTOR REVERSE SOLENOID WAS OPEN AND NO CURRENT COULD PASS THROUGH THE COIL. REPAIR PROCESS COMMENTS: ON 6-12-15, I WENT TO THE MACHINE AND CONNECTED E.T. I A FOUND FAULT CODE FOR LOW CURRENT IN THE EJECTOR REVERSE SOLENOID CIRCUIT TO BE ACTIVE SO I DISCONNECTED THE SOLENOID FROM THE HARNESS AND CHECKED THE CONTINUITY OF THE COIL. THE RESISTANCE WAS 6 OHMS. NEXT, I DISCONNECTED THE 3749009 HARNESS FROM THE DRAFT FRAME HARNESS AND CHECKED THE CONTINUITY OF THE COIL AT THE DRAFT FRAME HARNESS PLUG. CONTINUITY WAS PRESENT SO I CHECKED THE CONTINUITY OF THE TWO WIRES IN THE 3749009 HARNESS FOR THE EJECTOR REVERSE SOLENOID AND FOUND THAT THERE WAS NO CONTINUITY IN THE A714-PU WIRE. I ORDERED A NEW 3749009 HARNESS. ON 6-16-15, I RETURNED TO THE MACHINE WITH THE NEW HARNESS. I REMOVED THE OLD HARNESS AND INSTALLED THE NEW ONE. I STARTED THE E

06/25/2015 Service 3991

TROUBLESHOOT ENGINE

CUSTOMER COMPLAINT: ENGINE RUNNING ROUGH. CAUSE OF FAILURE: FAILURE OF 4182029 INJECTOR WIRING HARNESS. RESULTANT DAMAGE: #6 INJECTOR WAS NOT OPERATING. REPAIR PROCESS COMMENTS: ON 6-12-15, I WENT TO THE MACHINE AND CONNECTED E.T. FAULT CODE 6-5 "#6 INJECTOR SOLENOID: CURRENT BELOW NORMAL" WAS ACTIVE. I PERFORMED AN INJECTOR SOLENOID TEST. THE TEST SHOWED THAT THE #6 INJECTOR SOLENOID CIRCUIT WAS OPEN. I REMOVED THE HOOD, THE COOLANT SURGE TANK, AND THE ENGINE VALVE MECHANISM COVER. I UNPLUGGED THE INJECTOR HARNESS FROM THE #6 INJECTOR AND CHECKED THE CONTINUITY OF THE WIRES TO THE #6 INJECTOR SOLENOID. THE #3 WIRE IN THE #6 INJECTOR PLUG WHICH CONNECTS TO THE #5 CONTACT IN THE ENGINE HARNESS PLUG TO THE INJECTOR HARNESS WAS OPEN. I REASSEMBLED THE ENGINE UNTIL I COULD COME BACK LATER WITH A NEW INJECTOR HARNESS. ON 6-15-15, I ORDERED A NEW 4182029 INJECTOR HARNESS. ON 6-16-15, THE NEW HARNESS ARRIVED AND I TOOK IT TO THE MACHINE AND INSTALLED IT. I CONNECTED E.T. AND PERFORME

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| 06/25/2015 | Service | 3991 | TROUBLESHOOT EJECTOR | CUSTOMER COMPLAINT: THE EJECTOR WOULD NOT RETRACT. CAUSE OF FAILURE: FAILURE OF 3749009 HITCH HARNESS. RESULTANT DAMAGE: THE A714-PU WIRE TO THE EJECTOR REVERSE SOLENOID WAS OPEN AND NO CURRENT COULD PASS THROUGH THE COIL. REPAIR PROCESS COMMENTS: ON 6-12-15, I WENT TO THE MACHINE AND CONNECTED E.T. I A FOUND FAULT CODE FOR LOW CURRENT IN THE EJECTOR REVERSE SOLENOID CIRCUIT TO BE ACTIVE SO I DISCONNECTED THE SOLENOID FROM THE HARNESS AND CHECKED THE CONTINUITY OF THE COIL. THE RESISTANCE WAS 6 OHMS. NEXT, I DISCONNECTED THE 3749009 HARNESS FROM THE DRAFT FRAME HARNESS AND CHECKED THE CONTINUITY OF THE COIL AT THE DRAFT FRAME HARNESS PLUG. CONTINUITY WAS PRESENT SO I CHECKED THE CONTINUITY OF THE TWO WIRES IN THE 3749009 HARNESS FOR THE EJECTOR REVERSE SOLENOID AND FOUND THAT THERE WAS NO CONTINUITY IN THE A714-PU WIRE. I ORDERED A NEW 3749009 HARNESS. ON 6-16-15, I RETURNED TO THE MACHINE WITH THE NEW HARNESS. I REMOVED THE OLD HARNESS AND INSTALLED THE NEW ONE. I STARTED THE E |
| 06/25/2015 | Service | 3991 | TRAVEL TO/FROM MACHINE | |
| 07/13/2015 | Service | 3455 | REPAIR HYDRAULIC FAN MOTOR | CUSTOMER COMPLAINT: HIGH ENGINE COOLANT TEMPERATURE WARNING ACTIVE. CAUSE OF FAILURE: FAILURE OF 3401766 RELIEF VALVE GROUP. RESULTANT DAMAGE: OIL FROM THE FAN/BRAKE PUMP WOULD BEGIN BYPASSING BACK TO THE TANK THROUGH THE FAILED 3401766 VALVE ONCE THE SYSTEM REACHED OPERATING TEMPERATURE. REPAIR PROCESS COMMENTS: ON 4-15-15, I WENT TO THE MACHINE AND CONNECTED E.T. HIGH ENGINE COOLANT TEMPERATURE EVENT CODES HAD BEEN LOGGED. ALSO, AN EVENT CODE FOR LOW ENGINE COOLING FAN SPEED HAD BEEN LOGGED NUMEROUS TIMES. I INSPECTED THE RADIATOR AND BLEW THE ACCUMULATED DUST OUT OF IT BUT THERE WAS NOT MUCH DUST IN IT SO I DROVE THE MACHINE WHILE MONITORING THE COOLING FAN SPEED BUT THE FAN SPEED REMAINED NEAR THE DESIRED SPEED. I CHECKED THE ACTUAL COOLING FAN SPEED WITH A TACHOMETER. THE BYPASS SETTING WAS 88% AND I CHANGED IT TO 0% AND CHECKED THE ACTUAL SPEED. THE ACTUAL SPEED STAYED NEAR 1700 RPM AND THE SPEED SHOWN IN E.T. WAS THE SAME. I TOLD THE OPERATOR TO RESUME OPERATION AND LET ME |
| 07/13/2015 | Service | 3455 | TROUBLESHOOT WHEEL BRAKING SYSTEM | CUSTOMER COMPLAINT: THE SCRAPER BRAKE COOLING OIL TANK WAS OVERFLOWING. CAUSE OF FAILURE: FAILURE OF RIGHT SCRAPER BRAKE PISTON SEALS. RESULTANT DAMAGE: BRAKE APPLICATION OIL WAS BYPASSING THE PISTON SEALS, ENTERING THE BRAKE HOUSING, AND TRANSFERRING TO THE COOLING OIL TANK. REPAIR PROCESS COMMENTS: ON 4-16-15, CUSTOMER EQUIPMENT MAINTENANCE PERSONNEL INFORMED ME THAT THE SCRAPER BRAKE COOLING OIL TANK WAS OVERFLOWING. I DRAINED APPROXIMATELY THREE GALLONS OF OIL OUT OF THE TANK TO BRING THE LEVEL BACK TO THE CENTER OF THE SIGHT GLASS. ON 4-22-15, I CHECKED THE TANK LEVEL AGAIN AND IT WAS OVERFULL AGAIN. I DRAINED APROXIMATELY TWO MORE GALLONS OF OIL OUT OF THE TANK TO BRING THE LEVEL BACK TO THE CENTER OF THE SIGHT GLASS THEN MARKED THE LEVEL FOR REFERENCE. I STARTED THE ENGINE AND APPLIED THE BRAKES REPEATEDLY THEN CHECKED THE OIL LEVEL AGAIN. THE LEVEL HAD INCREASED ABOUT 1/4". I IDLED THE ENGINE THEN CHECKED THE LEVEL AGAIN AND AFTER ABOUT 1/2 HOUR IT HAD INCREASED APPROXIMAT |

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| 07/13/2015 | Service | 3455 | RESEAL WHEEL BRAKE ASSEMBLY | <p>RIGHT REAR RIGHT REARHINE LOCATION: PROSPER, TX. EADING: VE TOD CUSTOMER COMPLAINT: THE SCRAPER BRAKE COOLING OIL EXPANSION TANK WAS OVERFLOWING. CAUSE OF FAILURE: THE 3260542 PISTON SEAL OR THE 4236630 PISTON SEAL OR BOTH OF THE SEALS ON THE RIGHT REAR BRAKE PISTON WERE ALLOWING HYDRAULIC OIL TO BYPASS INTO THE BRAKE HOUSING AND INTO THE SCRAPER BRAKE COOLING OIL SYSTEM. RESULTANT DAMAGE: LOSS OF HYDRAULIC OIL AND OVERFLOWING OF THE SCRAPER BRAKE COOLING OIL EXPANSION TANK. NO DAMAGE TO OTHER COMPONENTS. REPAIR PROCESS COMMENTS: ON 4-23-15, I IDENTIFIED THE SEALS NEEDED FOR REMOVAL AND INSTALLATION OF THE RIGHT REAR WHEEL, FINAL DRIVE, AND BRAKE AND FOR RESEALING THE BRAKE AND ORDERED THEM. ONE OF THE BRAKE PISTON SEALS HAD TO BE SHIPPED FROM GRM SO I INFORMED THE CUSTOMER OF THE DELAY THIS WOULD CAUSE IN THE ACQUISITION OF THE PARTS BUT THAT THE MACHINE COULD STILL BE OPERATED WITHOUT ANY PROBLEMS IN THE MEAN TIME. ON 4-29-15, THE REMAINING PARTS ARRIVED SO I WENT TO THE HOLT/LEWISV</p> |
| 07/13/2015 | Service | 3455 | TRAVEL TO/FROM MACHINE | <p>BRYAN FOGEL ON TUESDAY 04/21/15 TOLD HOWARD TO AIR FREIGHT FOR 3401767 SHUTTLE VALVE. BRYAN APPROVED AIR FREIGHT FOR SEGMENT 03 SO SEGMENT HAS 2 AIR FREIGHT CHARGED 04/27/15</p> |
| 07/13/2015 | Service | 3455 | REPAIR HYDRAULIC FAN MOTOR | <p>CUSTOMER COMPLAINT: HIGH ENGINE COOLANT TEMPERATURE WARNING ACTIVE. CAUSE OF FAILURE: FAILURE OF 3401766 RELIEF VALVE GROUP. RESULTANT DAMAGE: OIL FROM THE FAN/BRAKE PUMP WOULD BEGIN BYPASSING BACK TO THE TANK THROUGH THE FAILED 3401766 VALVE ONCE THE SYSTEM REACHED OPERATING TEMPERATURE. REPAIR PROCESS COMMENTS: ON 4-15-15, I WENT TO THE MACHINE AND CONNECTED E.T. HIGH ENGINE COOLANT TEMPERATURE EVENT CODES HAD BEEN LOGGED. ALSO, AN EVENT CODE FOR LOW ENGINE COOLING FAN SPEED HAD BEEN LOGGED NUMEROUS TIMES. I INSPECTED THE RADIATOR AND BLEW THE ACCUMULATED DUST OUT OF IT BUT THERE WAS NOT MUCH DUST IN IT SO I DROVE THE MACHINE WHILE MONITORING THE COOLING FAN SPEED BUT THE FAN SPEED REMAINED NEAR THE DESIRED SPEED. I CHECKED THE ACTUAL COOLING FAN SPEED WITH A TACHOMETER. THE BYPASS SETTING WAS 88% AND I CHANGED IT TO 0% AND CHECKED THE ACTUAL SPEED. THE ACTUAL SPEED STAYED NEAR 1700 RPM AND THE SPEED SHOWN IN E.T. WAS THE SAME. I TOLD THE OPERATOR TO RESUME OPERATION AND LET ME</p> |
| 07/13/2015 | Service | 3455 | TROUBLESHOOT WHEEL BRAKING SYSTEM | <p>CUSTOMER COMPLAINT: THE SCRAPER BRAKE COOLING OIL TANK WAS OVERFLOWING. CAUSE OF FAILURE: FAILURE OF RIGHT SCRAPER BRAKE PISTON SEALS. RESULTANT DAMAGE: BRAKE APPLICATION OIL WAS BYPASSING THE PISTON SEALS, ENTERING THE BRAKE HOUSING, AND TRANSFERRING TO THE COOLING OIL TANK. REPAIR PROCESS COMMENTS: ON 4-16-15, CUSTOMER EQUIPMENT MAINTENANCE PERSONNEL INFORMED ME THAT THE SCRAPER BRAKE COOLING OIL TANK WAS OVERFLOWING. I DRAINED APPROXIMATELY THREE GALLONS OF OIL OUT OF THE TANK TO BRING THE LEVEL BACK TO THE CENTER OF THE SIGHT GLASS. ON 4-22-15, I CHECKED THE TANK LEVEL AGAIN AND IT WAS OVERFULL AGAIN. I DRAINED APPROXIMATELY TWO MORE GALLONS OF OIL OUT OF THE TANK TO BRING THE LEVEL BACK TO THE CENTER OF THE SIGHT GLASS THEN MARKED THE LEVEL FOR REFERENCE. I STARTED THE ENGINE AND APPLIED THE BRAKES REPEATEDLY THEN CHECKED THE OIL LEVEL AGAIN. THE LEVEL HAD INCREASED ABOUT 1/4". I IDLED THE ENGINE THEN CHECKED THE LEVEL AGAIN AND AFTER ABOUT 1/2 HOUR IT HAD INCREASED APPROXIMAT</p> |

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| 07/13/2015 | Service | 3455 | RESEAL WHEEL BRAKE ASSEMBLY | <p>RIGHT REAR RIGHT REARHINE LOCATION: PROSPER, TX. LEADING TO CUSTOMER COMPLAINT: THE SCRAPER BRAKE COOLING OIL EXPANSION TANK WAS OVERFLOWING. CAUSE OF FAILURE: THE 3260542 PISTON SEAL OR THE 4236630 PISTON SEAL OR BOTH OF THE SEALS ON THE RIGHT REAR BRAKE PISTON WERE ALLOWING HYDRAULIC OIL TO BYPASS INTO THE BRAKE HOUSING AND INTO THE SCRAPER BRAKE COOLING OIL SYSTEM. RESULTANT DAMAGE: LOSS OF HYDRAULIC OIL AND OVERFLOWING OF THE SCRAPER BRAKE COOLING OIL EXPANSION TANK. NO DAMAGE TO OTHER COMPONENTS. REPAIR PROCESS COMMENTS: ON 4-23-15, I IDENTIFIED THE SEALS NEEDED FOR REMOVAL AND INSTALLATION OF THE RIGHT REAR WHEEL, FINAL DRIVE, AND BRAKE AND FOR RESEALING THE BRAKE AND ORDERED THEM. ONE OF THE BRAKE PISTON SEALS HAD TO BE SHIPPED FROM GRM SO I INFORMED THE CUSTOMER OF THE DELAY THIS WOULD CAUSE IN THE ACQUISITION OF THE PARTS BUT THAT THE MACHINE COULD STILL BE OPERATED WITHOUT ANY PROBLEMS IN THE MEAN TIME. ON 4-29-15, THE REMAINING PARTS ARRIVED SO I WENT TO THE HOLT/LEWISV BRYAN FOGEL ON TUESDAY 04/21/15 TOLD HOWARD TO AIR FREIGHT FOR 3401767 SHUTTLE VALVE. BRYAN APPROVED AIR FREIGHT FOR SEGMENT 03 SO SEGMENT HAS 2 AIR FREIGHT CHARGED 04/27/15</p> |
| 07/13/2015 | Service | 3455 | TRAVEL TO/FROM MACHINE | |
| 07/28/2015 | Service | 4045 | TROUBLESHOOT TRANSMISSION | <p>CUSTOMER COMPLAINT: ACTIVE FAULT CODES PRESENT AND TRACTOR ENGINE HAD LOW POWER WHEN DRIVING THROUGH MUD. CAUSE OF FAILURE: POOR CONNECTIONS BETWEEN TRANSMISSION OUTPUT SPEED SENSORS AND TRANSMISSION HARNESS. RESULTANT DAMAGE: SECONDARY STEERING SYSTEM ACTIVATED AND STEERING SYSTEM MALFUNCTION EVENT WAS LOGGED. REPAIR PROCESS COMMENTS: ON 6-23-15, I WENT TO THE MACHINE AND CONNECTED E.T. E1304(2) "SECONDARY STEERING PUMP AUTOMATIC TEST BYPASSED" WAS ACTIVE. IT WAS NOT CLEAR WHY THE CODE WAS ACTIVE SO I PERFORMED THE MANUAL SECONDARY STEERING PUMP TEST AND THE CODE CLEARED. AFTER DETERMINING WHICH CODES WERE RELATED, I SHUT OFF THE ENGINE AND REMOVED THE TRANSMISSION OUTPUT SPEED SENSOR GUARD. I INSPECTED THE WIRING BUT FOUND NO OBVIOUS SIGNS OF DAMAGE. HOWEVER, THERE WAS DIRT PILED UP UNDERNEATH THE SPEED SENSOR GUARD AND THE SENSORS WERE BURIED IN THE DIRT SO I REMOVED THE GUARD AND CLEANED OUT THE ACCUMULATED DIRT. I UNPLUGGED THE SPEED SENSORS AND BLEW OUT THE PLUG SOCKETS WIT</p> |
| 07/28/2015 | Service | 4045 | REPAIR CATALYTIC CONVERTER(DPF) | <p>CUSTOMER COMPLAINT: EMISSIONS INDUCEMENT ACTIVE. CAUSE OF FAILURE: THE 3887016 CLAMP WHICH SECURES THE 4526176 PIPE TO THE SCR CATALYST OUTLET WAS NOT COMPLETELY COVERING THE CLAMPING SLOTS ON THE PIPE. THE PIPE WAS NOT INSTALLED FAR ENOUGH ONTO THE NIPPLE OF THE SCR CATALYST FOR THE NIPPLE TO COMPLETELY COVER THE ENTIRE LENGTHS OF THE SLOTS BUT WAS ON FAR ENOUGH TO BE SECURED. THE CLAMP WAS POSITIONED SO THAT IT WAS NOT COVERING THE TOPS OF THE SLOTS EITHER WHICH RESULTED IN A STREAM OF EXHAUST GAS EXITING FROM THE TOP OF EACH SLOT. ONE OF THESE HOT STREAMS OF EXHAUST WAS AIMED DIRECTLY AT THE END OF THE 4324687 HOSE ASSEMBLY WHICH ATTACHES TO THE DEF DOSING NOZZLE. RESULTANT DAMAGE: THE HOT EXHAUST STREAM EVENTUALLY OVERHEATED THE END OF THE 4324687 HOSE ASSEMBLY AND MELTED IT. THIS ALLOWED DEF FLUID TO LEAK AND CAUSE EVENTS ASSOCIATED WITH LOW DEF PRESSURE AND OPERATOR INDUCEMENTS TO ACTIVATE. REPAIR PROCESS COMMENTS: ON 7-2-15, I WENT TO THE MACHINE AND INSPECTED THE DEF DOSING S</p> |

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| 07/28/2015 | Service | 4045 | TROUBLESHOOT TRANSMISSION | CUSTOMER COMPLAINT: ACTIVE FAULT CODES PRESENT AND TRACTOR ENGINE HAD LOW POWER WHEN DRIVING THROUGH MUD. CAUSE OF FAILURE: POOR CONNECTIONS BETWEEN TRANSMISSION OUTPUT SPEED SENSORS AND TRANSMISSION HARNESS. RESULTANT DAMAGE: SECONDARY STEERING SYSTEM ACTIVATED AND STEERING SYSTEM MALFUNCTION EVENT WAS LOGGED. REPAIR PROCESS COMMENTS: ON 6-23-15, I WENT TO THE MACHINE AND CONNECTED E.T. E1304(2) "SECONDARY STEERING PUMP AUTOMATIC TEST BYPASSED" WAS ACTIVE. IT WAS NOT CLEAR WHY THE CODE WAS ACTIVE SO I PERFORMED THE MANUAL SECONDARY STEERING PUMP TEST AND THE CODE CLEARED. AFTER DETERMINING WHICH CODES WERE RELATED, I SHUT OFF THE ENGINE AND REMOVED THE TRANSMISSION OUTPUT SPEED SENSOR GUARD. I INSPECTED THE WIRING BUT FOUND NO OBVIOUS SIGNS OF DAMAGE. HOWEVER, THERE WAS DIRT PILED UP UNDERNEATH THE SPEED SENSOR GUARD AND THE SENSORS WERE BURIED IN THE DIRT SO I REMOVED THE GUARD AND CLEANED OUT THE ACCUMULATED DIRT. I UNPLUGGED THE SPEED SENSORS AND BLEW OUT THE PLUG SOCKETS WIT |
| 07/28/2015 | Service | 4045 | REPAIR CATALYTIC CONVERTER(DPF) | CUSTOMER COMPLAINT: EMISSIONS INDUCEMENT ACTIVE. CAUSE OF FAILURE: THE 3887016 CLAMP WHICH SECURES THE 4526176 PIPE TO THE SCR CATALYST OUTLET WAS NOT COMPLETELY COVERING THE CLAMPING SLOTS ON THE PIPE. THE PIPE WAS NOT INSTALLED FAR ENOUGH ONTO THE NIPPLE OF THE SCR CATALYST FOR THE NIPPLE TO COMPLETELY COVER THE ENTIRE LENGTHS OF THE SLOTS BUT WAS ON FAR ENOUGH TO BE SECURED. THE CLAMP WAS POSITIONED SO THAT IT WAS NOT COVERING THE TOPS OF THE SLOTS EITHER WHICH RESULTED IN A STREAM OF EXHAUST GAS EXITING FROM THE TOP OF EACH SLOT. ONE OF THESE HOT STREAMS OF EXHAUST WAS AIMED DIRECTLY AT THE END OF THE 4324687 HOSE ASSEMBLY WHICH ATTACHES TO THE DEF DOSING NOZZLE. RESULTANT DAMAGE: THE HOT EXHAUST STREAM EVENTUALLY OVERHEATED THE END OF THE 4324687 HOSE ASSEMBLY AND MELTED IT. THIS ALLOWED DEF FLUID TO LEAK AND CAUSE EVENTS ASSOCIATED WITH LOW DEF PRESSURE AND OPERATOR INDUCEMENTS TO ACTIVATE. REPAIR PROCESS COMMENTS: ON 7-2-15, I WENT TO THE MACHINE AND INSPECTED THE DEF DOSING S |
| 07/28/2015 | Service | 4045 | TRAVEL TO/FROM MACHINE | |
| 08/10/2015 | Service | 4284 | PERFORM SERVICE ON 2000 HR MNT SVR TIER 4 | |
| 08/10/2015 | Service | 4284 | TRAVEL TO/FROM MACHINE | |
| 08/10/2015 | Service | 4284 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:1320 E FM 455 ANNA TX SERVICE DATE:8/5/15 TECHNICIAN:JUAN ORTIZ/RYAN ADRIAN SEAT BELT INSTALL DATE:NOV13 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1.SMALL FRONT VALVE COVER OIL LEAK REAR MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 08/10/2015 | Service | 4284 | | |
| 08/24/2015 | Service | 4126 | TROUBLESHOOT ENGINE | CUSTOMER COMPLAINT: ENGINE LOW OIL PRESSURE WARNING ACTIVE. CAUSE OF FAILURE: POSSIBLE DILUTION OF ENGINE OIL WITH ENGINE COOLANT INTRODUCED THROUGH INTAKE SYSTEM FROM FAILURE OF 4355908 NRS COOLER. RESULTANT DAMAGE: ENGINE OIL VISCOSITY ADVERSELY AFFECTED. REPAIR PROCESS COMMENTS: ON 7-15-15, I WENT TO THE MACHINE AND CONNECTED E.T. E360(1) "LOW ENGINE OIL PRESSURE" HAD BEEN LOGGED NUMEROUS TIMES. I CHECKED ENGINE OIL PRESSURE ON E.T. THE PRESSURE WAS 19 PSI AT LOW IDLE AND 40 PSI AT HIGH IDLE. THE SPECIFIED PRESSURE IS 8 PSI MINIMUM AT LOW IDLE AND 35 PSI AT HIGH IDLE. I CHECKED THE ENGINE OIL LEVEL. THE LEVEL WAS CORRECT. THE OPERATOR REPORTED HAVING TO ADD TWO GALLONS OF COOLANT TO THE COOLING SYSTEM EACH DAY OVER THE LAST SEVERAL DAYS. AFTER DETERMINING THE CAUSE OF COOLANT LOSS TO BE AN NRS COOLER FAILURE, I OBTAINED AN ENGINE OIL SAMPLE UNDER THE SUSPICION THAT THE ENGINE OIL HAD BECOME CONTAMINATED WITH COOLANT. I ORDERED AN ENGINE OIL FILTER AND NINE GALLONS OF ENGINE O |

08/24/2015 Service 4126 REPAIR WATER TEMPERATURE SENSOR

CUSTOMER COMPLAINT: TRACTOR ENGINE COOLANT TEMPERATURE WAS ERRATIC. CAUSE OF FAILURE: POOR CONNECTION IN PLUG OF 3621505 HARNESS WHERE IT PLUGS INTO THE VALVE MECHANISM COVER. RESULTANT DAMAGE: FALSE AND ERRATIC SIGNAL SENT TO ECM. REPAIR PROCESS COMMENTS: ON 7-15-15, I IDENTIFIED AND ORDERED A NEW 2566453 COOLANT TEMPERATURE SENSOR. ON 7-16-15, I RETURNED TO THE MACHINE AND CONNECTED E.T. THE TRACTOR ENGINE COOLANT TEMPERATURE READ 32 DEG. F BUT AMBIENT TEMPERATURE WAS 90 DEG. F. I UNPLUGGED THE ENGINE HARNESS FROM THE OLD COOLANT TEMPERATURE SENSOR AND PLUGGED IT INTO THE NEW COOLANT TEMPERATURE SENSOR THEN CHECKED THE TEMPERATURE READING AGAIN. THE TEMPERATURE READING IN E.T. WAS STILL 32 DEG. F. I DISCONNECTED THE SENSOR FROM THE 3621505 HARNESS AND THE COOLANT TEMPERATURE STILL READ 32 DEG. F. NEXT, I SHORTED THE TWO WIRES IN THE HARNESS AND CHECKED THE TEMPERATURE AGAIN. THE TEMPERATURE STILL READ 32 DEG. F. I UNPLUGGED CONNECTION 27 AND EXTRACTED THE 995-BU AND Y749-GN WI

08/24/2015 Service 4126 REPAIR DOORS, CAB

CUSTOMER COMPLAINT: CAB DOOR WOULD OPEN UNINTENTIONALLY DURING OPERATION OR TRANSIT. CAUSE OF FAILURE: THE 1230527 DOOR HANDLE WAS STICKY AND WOULD SOMETIMES NOT RETURN THE LATCH TO ITS FULLY LOCKED MODE. VIBRATION DURING OPERATION OR TRANSIT WOULD SOMETIMES CAUSE THE LATCH TO UNLOCK UNEXPECTEDLY. RESULTANT DAMAGE: DURING TRANSPORTATION OF THE MACHINE, THE LATCH UNLOCKED, THE CAB DOOR BLEW OPEN, AND THE 3676794 GAS SPRING WAS BROKEN. REPAIR PROCESS COMMENTS: ON 7-15-15, I WENT TO THE MACHINE AND INSPECTED THE CAB DOOR. I SHUT AND OPENED THE DOOR SEVERAL TIMES AND THE LATCH OPERATED AS INTENDED UNTIL SUDDENLY, THE LATCH DID NOT STAY LATCHED WHEN CLOSING THE DOOR. I CLOSED THE DOOR SEVERAL TIMES AGAIN BUT THE LATCH STILL DID NOT LATCH. I REMOVED THE COVER OVER THE LINKAGE AND THE 1230527 DOOR HANDLE MECHANISM AND FOUND THAT THE MECHANISM WAS VERY STICKY. I FREED THE BELLCRANK IN THE DOOR HANDLE MECHANISM BY TAPPING ON THE MUSHROOMED END OF THE BELLCRANK SHAFT TO COMPRESS THE IT SLIG

08/24/2015 Service 4126 REPAIR NRS SYSTEM

CUSTOMER COMPLAINT: COOLANT NEEDED TO BE ADDED TO THE COOLING SYSTEM DAILY. NO LEAKS WERE VISIBLE. CAUSE OF FAILURE: FAILURE OF 4355908 NRS COOLER. RESULTANT DAMAGE: ENGINE COOLANT WAS ENTERING THE ENGINE CYLINDERS THROUGH THE NRS SYSTEM. REPAIR PROCESS COMMENTS: ON 7-15-15, I DRAINED OUT ENGINE COOLANT UNTIL THE LEVEL WAS BELOW THE NRS COOLER. I REMOVED THE FAILED NRS COOLER. ON 7-16-15, I RETURNED TO THE MACHINE WITH A NEW NRS COOLER. I INSTALLED THE COOLER AND REFILLED THE COOLING SYSTEM WITH COOLANT. I STARTED THE ENGINE AND CHECKED FOR LEAKS. THERE WERE NO LEAKS. ON 7-20-15, I TOOK THE FAILED 4355908 NRS COOLER TO THE HOLT/IRVING STORE AND DELIVERED IT TO WARRANTY CLAIMS REPRESENTATIVE MICHAEL TAYLOR FOR THE WARRANTY CLAIM. HOWARD SCHRAM #4278. SERVICE METER READING: 4126. MACHINE LOCATION: ANNA, TX. CUSTOMER COMPLAINT: ENGINE OIL WAS SUSPECTED TO HAVE BEEN CONTAMINATED WITH COOLANT. CAUSE OF FAILURE: FAILURE OF 4355908 NRS COOLER. RESULTANT DAMAGE: COOLANT WAS ALLOWED T

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| 08/24/2015 | Service | 4126 | TROUBLESHOOT ENGINE | <p>CUSTOMER COMPLAINT: ENGINE LOW OIL PRESSURE WARNING ACTIVE. CAUSE OF FAILURE: POSSIBLE DILUTION OF ENGINE OIL WITH ENGINE COOLANT INTRODUCED THROUGH INTAKE SYSTEM FROM FAILURE OF 4355908 NRS COOLER. RESULTANT DAMAGE: ENGINE OIL VISCOSITY ADVERSELY AFFECTED. REPAIR PROCESS COMMENTS: ON 7-15-15, I WENT TO THE MACHINE AND CONNECTED E.T. E360(1) "LOW ENGINE OIL PRESSURE" HAD BEEN LOGGED NUMEROUS TIMES. I CHECKED ENGINE OIL PRESSURE ON E.T. THE PRESSURE WAS 19 PSI AT LOW IDLE AND 40 PSI AT HIGH IDLE. THE SPECIFIED PRESSURE IS 8 PSI MINIMUM AT LOW IDLE AND 35 PSI AT HIGH IDLE. I CHECKED THE ENGINE OIL LEVEL. THE LEVEL WAS CORRECT. THE OPERATOR REPORTED HAVING TO ADD TWO GALLONS OF COOLANT TO THE COOLING SYSTEM EACH DAY OVER THE LAST SEVERAL DAYS. AFTER DETERMINING THE CAUSE OF COOLANT LOSS TO BE AN NRS COOLER FAILURE, I OBTAINED AN ENGINE OIL SAMPLE UNDER THE SUSPICION THAT THE ENGINE OIL HAD BECOME CONTAMINATED WITH COOLANT. I ORDERED AN ENGINE OIL FILTER AND NINE GALLONS OF ENGINE O</p> |
| 08/24/2015 | Service | 4126 | REPAIR WATER TEMPERATURE SENSOR | <p>CUSTOMER COMPLAINT: TRACTOR ENGINE COOLANT TEMPERATURE WAS ERRATIC. CAUSE OF FAILURE: POOR CONNECTION IN PLUG OF 3621505 HARNESS WHERE IT PLUGS INTO THE VALVE MECHANISM COVER. RESULTANT DAMAGE: FALSE AND ERRATIC SIGNAL SENT TO ECM. REPAIR PROCESS COMMENTS: ON 7-15-15, I IDENTIFIED AND ORDERED A NEW 2566453 COOLANT TEMPERATURE SENSOR. ON 7-16-15, I RETURNED TO THE MACHINE AND CONNECTED E.T. THE TRACTOR ENGINE COOLANT TEMPERATURE READ 32 DEG. F BUT AMBIENT TEMPERATURE WAS 90 DEG. F. I UNPLUGGED THE ENGINE HARNESS FROM THE OLD COOLANT TEMPERATURE SENSOR AND PLUGGED IT INTO THE NEW COOLANT TEMPERATURE SENSOR THEN CHECKED THE TEMPERATURE READING AGAIN. THE TEMPERATURE READING IN E.T. WAS STILL 32 DEG. F. I DISCONNECTED THE SENSOR FROM THE 3621505 HARNESS AND THE COOLANT TEMPERATURE STILL READ 32 DEG. F. NEXT, I SHORTED THE TWO WIRES IN THE HARNESS AND CHECKED THE TEMPERATURE AGAIN. THE TEMPERATURE STILL READ 32 DEG. F. I UNPLUGGED CONNECTION 27 AND EXTRACTED THE 995-BU AND Y749-GN WI</p> |
| 08/24/2015 | Service | 4126 | REPAIR DOORS, CAB | <p>CUSTOMER COMPLAINT: CAB DOOR WOULD OPEN UNINTENTIONALLY DURING OPERATION OR TRANSIT. CAUSE OF FAILURE: THE 1230527 DOOR HANDLE WAS STICKY AND WOULD SOMETIMES NOT RETURN THE LATCH TO ITS FULLY LOCKED MODE. VIBRATION DURING OPERATION OR TRANSIT WOULD SOMETIMES CAUSE THE LATCH TO UNLOCK UNEXPECTEDLY. RESULTANT DAMAGE: DURING TRANSPORTATION OF THE MACHINE, THE LATCH UNLOCKED, THE CAB DOOR BLEW OPEN, AND THE 3676794 GAS SPRING WAS BROKEN. REPAIR PROCESS COMMENTS: ON 7-15-15, I WENT TO THE MACHINE AND INSPECTED THE CAB DOOR. I SHUT AND OPENED THE DOOR SEVERAL TIMES AND THE LATCH OPERATED AS INTENDED UNTIL SUDDENLY, THE LATCH DID NOT STAY LATCHED WHEN CLOSING THE DOOR. I CLOSED THE DOOR SEVERAL TIMES AGAIN BUT THE LATCH STILL DID NOT LATCH. I REMOVED THE COVER OVER THE LINKAGE AND THE 1230527 DOOR HANDLE MECHANISM AND FOUND THAT THE MECHANISM WAS VERY STICKY. I FREED THE BELLCRANK IN THE DOOR HANDLE MECHANISM BY TAPPING ON THE MUSHROOMED END OF THE BELLCRANK SHAFT TO COMPRESS THE IT SLIG</p> |

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| 08/24/2015 | Service | 4126 | REPAIR NRS SYSTEM | CUSTOMER COMPLAINT: COOLANT NEEDED TO BE ADDED TO THE COOLING SYSTEM DAILY. NO LEAKS WERE VISIBLE. CAUSE OF FAILURE: FAILURE OF 4355908 NRS COOLER. RESULTANT DAMAGE: ENGINE COOLANT WAS ENTERING THE ENGINE CYLINDERS THROUGH THE NRS SYSTEM. REPAIR PROCESS COMMENTS: ON 7-15-15, I DRAINED OUT ENGINE COOLANT UNTIL THE LEVEL WAS BELOW THE NRS COOLER. I REMOVED THE FAILED NRS COOLER. ON 7-16-15, I RETURNED TO THE MACHINE WITH A NEW NRS COOLER. I INSTALLED THE COOLER AND REFILLED THE COOLING SYSTEM WITH COOLANT. I STARTED THE ENGINE AND CHECKED FOR LEAKS. THERE WERE NO LEAKS. ON 7-20-15, I TOOK THE FAILED 4355908 NRS COOLER TO THE HOLT/IRVING STORE AND DELIVERED IT TO WARRANTY CLAIMS REPRESENTATIVE MICHAEL TAYLOR FOR THE WARRANTY CLAIM. HOWARD SCHRAM #4278. SERVICE METER READING: 4126. MACHINE LOCATION: ANNA, TX. CUSTOMER COMPLAINT: ENGINE OIL WAS SUSPECTED TO HAVE BEEN CONTAMINATED WITH COOLANT. CAUSE OF FAILURE: FAILURE OF 4355908 NRS COOLER. RESULTANT DAMAGE: COOLANT WAS ALLOWED T |
| 08/24/2015 | Service | 4126 | TRAVEL TO/FROM MACHINE | |
| 08/28/2015 | Service | 4429 | REPAIR SERPENTINE BELT | CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD LOW VOLTAGE CODES AND AFTERTREATMENT CODES ACTIVE. CAUSE OF FAILURE: THE ALTERNATOR DRIVE BELT BROKE. RESULTANT DAMAGE: LOW VOLTAGE. REPAIR PROCESS COMMENTS: (A315) 8/24/15. I STARTED THE JOB BY DRIVING TO THE MACHINE. I LOCATED THE MACHINE AT THE JOB SITE. I CONNECTED CAT ET TO THE MACHINE. I FOUND THAT THE MACHINE HAD LOW VOLTAGE. I THEN LOOKED THE BATTERIES OVER. THE BATTERIES WERE GOOD. JUST LOW ON CHARGE. NEXT I CHECKED THE DRIVE BELT FOR THE ALTERNATOR. TO LOOK AT THE BELT THE ENGINE COVER NEEDED TO BE REMOVED. I REMOVED THE COVER TO ACCESS THE DRIVE BELT. THE BELT WAS BROKE AND LAYING ON THE BOTTOM OF THE ENGINE COMPARTMENT. NEXT I LOOKED UP PARTS. THE BELT WAS BACK ORDERED TO WACO. I NEEDED TO GET THE MACHINE RUNNING FOR THE CUSTOMER. I TOOK THE BELT TO THE O'REILLEYS STORE. THEY HAD A BELT TO REPLACE THE BROKEN ONE. I DROVE BACK TO THE MACHINE. I INSTALLED THE NEW BELT. I WILL REPLACE IT WITH THE NEW CAT BELT WHEN IT COME |
| 08/28/2015 | Service | 4429 | REPAIR SERPENTINE BELT | CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD LOW VOLTAGE CODES AND AFTERTREATMENT CODES ACTIVE. CAUSE OF FAILURE: THE ALTERNATOR DRIVE BELT BROKE. RESULTANT DAMAGE: LOW VOLTAGE. REPAIR PROCESS COMMENTS: (A315) 8/24/15. I STARTED THE JOB BY DRIVING TO THE MACHINE. I LOCATED THE MACHINE AT THE JOB SITE. I CONNECTED CAT ET TO THE MACHINE. I FOUND THAT THE MACHINE HAD LOW VOLTAGE. I THEN LOOKED THE BATTERIES OVER. THE BATTERIES WERE GOOD. JUST LOW ON CHARGE. NEXT I CHECKED THE DRIVE BELT FOR THE ALTERNATOR. TO LOOK AT THE BELT THE ENGINE COVER NEEDED TO BE REMOVED. I REMOVED THE COVER TO ACCESS THE DRIVE BELT. THE BELT WAS BROKE AND LAYING ON THE BOTTOM OF THE ENGINE COMPARTMENT. NEXT I LOOKED UP PARTS. THE BELT WAS BACK ORDERED TO WACO. I NEEDED TO GET THE MACHINE RUNNING FOR THE CUSTOMER. I TOOK THE BELT TO THE O'REILLEYS STORE. THEY HAD A BELT TO REPLACE THE BROKEN ONE. I DROVE BACK TO THE MACHINE. I INSTALLED THE NEW BELT. I WILL REPLACE IT WITH THE NEW CAT BELT WHEN IT COME |
| 08/28/2015 | Service | 4429 | TRAVEL TO/FROM MACHINE | |

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| 09/21/2015 | Service | 4521 | REPAIR CUSHION-HITCH LOAD CYL | CUSTOMER COMPLAINT: THE CUSHION HITCH LOAD CYLINDER WOULD EXTEND ALL THE WAY AND STAY FULLY EXTENDED WHEN IN CUSHION RIDE MODE. CAUSE OF FAILURE: THE 5S4455 RETAINING RING IN THE 4209182 LOAD CYLINDER CAME DISLODGED FROM ITS GROOVE. THIS ALLOWED THE 2173312 MAGNET TO FALL OUT OF THE LOCATION AS WELL AND REMAIN AT THE BASE OF THE LOAD CYLINDER POSITION SENSOR PROBE. RESULTANT DAMAGE: THERE WAS NO DAMAGE TO ANY COMPONENTS. THE MAGNET REMAINED AT THE BASE OF THE LOAD CYLINDER POSITION SENSOR PROBE REGARDLESS OF ACTUAL CYLINDER ROD POSITION WHICH SENT A CONSTANT ZERO DUTY CYCLE TO THE IMPLEMENT ECM. THIS CONDITION RESULTED IN CONTINUOUS EXTENSION OF THE LOAD CYLINDER WITH NO RIDE DAMPENING. REPAIR PROCESS COMMENTS: ON 9-1-15, I WENT TO THE MACHINE AND REMOVED THE TOP REAR CUSHION HITCH H-LINK PIN TO DISCONNECT THE LOAD CYLINDER ROD FROM THE REAR HITCH FRAME. I LOWERED THE FRONT OF THE TRACTOR APPROXIMATELY 6 INCHES ONTO SOME BLOCKS THEN REMOVED THE LOAD CYLINDER ROD, PISTON, AND HEAD. |
| 09/21/2015 | Service | 4521 | REPLACE APRON | CUSTOMER COMPLAINT: HYDRAULIC OIL LEAKING OUT FROM SCRAPER DRAFT FRAME. CAUSE OF FAILURE: FAILURE OF 3964929 HOSE ASSEMBLY. RESULTANT DAMAGE: HYDRAULIC OIL LEAK. REPAIR PROCESS COMMENTS: ON 9-4-15, THE CUSTOMER BROUGHT THE NEW 3964929 HOSE ASSEMBLY TO ME AND I WENT TO THE MACHINE, REMOVED THE OLD ONE, AND INSTALLED THE NEW ONE. I ADDED APPROXIMATELY THREE GALLONS OF OIL TO THE HYDRAULIC TANK. I TOOK THE OLD HOSE ASSEMBLY TO THE HOLT/LEWISVILLE STORE AND DELIVERED IT TO PARTS REPRESENTATIVE SANJIN TODOROVAC FOR THE WARRANTY CLAIM. HOWARD SCHRAM #4278. SERVICE METER READING: 4521. MACHINE LOCATION: ANNA, TX. |
| 09/21/2015 | Service | 4521 | REPAIR CUSHION-HITCH LOAD CYL | CUSTOMER COMPLAINT: THE CUSHION HITCH LOAD CYLINDER WOULD EXTEND ALL THE WAY AND STAY FULLY EXTENDED WHEN IN CUSHION RIDE MODE. CAUSE OF FAILURE: THE 5S4455 RETAINING RING IN THE 4209182 LOAD CYLINDER CAME DISLODGED FROM ITS GROOVE. THIS ALLOWED THE 2173312 MAGNET TO FALL OUT OF THE LOCATION AS WELL AND REMAIN AT THE BASE OF THE LOAD CYLINDER POSITION SENSOR PROBE. RESULTANT DAMAGE: THERE WAS NO DAMAGE TO ANY COMPONENTS. THE MAGNET REMAINED AT THE BASE OF THE LOAD CYLINDER POSITION SENSOR PROBE REGARDLESS OF ACTUAL CYLINDER ROD POSITION WHICH SENT A CONSTANT ZERO DUTY CYCLE TO THE IMPLEMENT ECM. THIS CONDITION RESULTED IN CONTINUOUS EXTENSION OF THE LOAD CYLINDER WITH NO RIDE DAMPENING. REPAIR PROCESS COMMENTS: ON 9-1-15, I WENT TO THE MACHINE AND REMOVED THE TOP REAR CUSHION HITCH H-LINK PIN TO DISCONNECT THE LOAD CYLINDER ROD FROM THE REAR HITCH FRAME. I LOWERED THE FRONT OF THE TRACTOR APPROXIMATELY 6 INCHES ONTO SOME BLOCKS THEN REMOVED THE LOAD CYLINDER ROD, PISTON, AND HEAD. |
| 09/21/2015 | Service | 4521 | REPLACE APRON | CUSTOMER COMPLAINT: HYDRAULIC OIL LEAKING OUT FROM SCRAPER DRAFT FRAME. CAUSE OF FAILURE: FAILURE OF 3964929 HOSE ASSEMBLY. RESULTANT DAMAGE: HYDRAULIC OIL LEAK. REPAIR PROCESS COMMENTS: ON 9-4-15, THE CUSTOMER BROUGHT THE NEW 3964929 HOSE ASSEMBLY TO ME AND I WENT TO THE MACHINE, REMOVED THE OLD ONE, AND INSTALLED THE NEW ONE. I ADDED APPROXIMATELY THREE GALLONS OF OIL TO THE HYDRAULIC TANK. I TOOK THE OLD HOSE ASSEMBLY TO THE HOLT/LEWISVILLE STORE AND DELIVERED IT TO PARTS REPRESENTATIVE SANJIN TODOROVAC FOR THE WARRANTY CLAIM. HOWARD SCHRAM #4278. SERVICE METER READING: 4521. MACHINE LOCATION: ANNA, TX. |
| 09/21/2015 | Service | 4521 | TRAVEL TO/FROM MACHINE | |
| 10/16/2015 | Service | 4826 | PERFORM SERVICE ON 500 HR MNT SVR TIER 4 | |
| 10/16/2015 | Service | 4826 | TRAVEL TO/FROM MACHINE | |

| | | | | JOB LOCATION:COIT RD FRISCO SERVICE DATE:10/13/15 TECHNICIAN:JUAN ORTIZ/TIM PLUNK SEAT BELT INSTALL DATE:OCT 14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1.FRONT ENGINE SMALL OIL PAN LEAK FRONT 2.BUCKET HYD CYL LEAK MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
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| 10/16/2015 | Service | 4826 | WELD WITH HARDWARE INFORMATION RECORD ONLY | |
| 10/16/2015 | Service | 4826 | | CUSTOMER COMPLAINT: THE MACHINE HAD AN ACTIVE CODE OF 3180-05. CAUSE OF FAILURE: THE SPARK PLUG IN THE ARD HEAD WAS FAULTY. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 12/1/15. I CONNECTED CAT ET TO THE MACHINE. I CHECKED FOR LOGGED CODES AND LOGGED EVENTS. I FOUND CODE 318-05 ACTIVE. I FOLLOWED THE TROUBLESHOOTING GUIDE UENR0978. 3180-05 THE ARD HAS ATTEMPTED TO IGNITE THREE TIMES. ALL OF THE ATTEMPTS WERE UNSUCCESSFUL. THE ECM HAS DETECTED A PROBLEM WITH THE CURRENT FLOW THROUGH THE SECONDARY CIRCUIT. THE PRIMARY CIRCUIT IS OK. THE SPARK PLUG IS FOULED. I REMOVED THE ACCESS LADDER FROM THE RIGHT SIDE OF THE MACHINE TO GAIN ACCESS TO THE AFTERTREATMENT SYSTEM. NEXT I REMOVED THE BODY PANEL TO ACCESS THE AFTERTREATMENT SYSTEM. I CHECKED THE SPARK PLUG WIRE CONNECTIONS. THE CONNECTIONS WERE GOOD. I CHECKED THE SPARK PLUG WIRE FOR ANY DAMAGE. NO DAMAGE. NEXT I CHECKED FOR SPARK AT THE COIL LOCATION. I INSTALLED THE SPARK TESTER TOOL. SPARK WAS PRESENT. NEXT I CHECKED FO |
| 12/28/2015 | Service | 5029 | TROUBLESHOOT COIL | CUSTOMER COMPLAINT: THE MACHINE HAD AN ACTIVE CODE OF 3180-05. CAUSE OF FAILURE: THE SPARK PLUG IN THE ARD HEAD WAS FAULTY. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 12/1/15. I CONNECTED CAT ET TO THE MACHINE. I CHECKED FOR LOGGED CODES AND LOGGED EVENTS. I FOUND CODE 318-05 ACTIVE. I FOLLOWED THE TROUBLESHOOTING GUIDE UENR0978. 3180-05 THE ARD HAS ATTEMPTED TO IGNITE THREE TIMES. ALL OF THE ATTEMPTS WERE UNSUCCESSFUL. THE ECM HAS DETECTED A PROBLEM WITH THE CURRENT FLOW THROUGH THE SECONDARY CIRCUIT. THE PRIMARY CIRCUIT IS OK. THE SPARK PLUG IS FOULED. I REMOVED THE ACCESS LADDER FROM THE RIGHT SIDE OF THE MACHINE TO GAIN ACCESS TO THE AFTERTREATMENT SYSTEM. NEXT I REMOVED THE BODY PANEL TO ACCESS THE AFTERTREATMENT SYSTEM. I CHECKED THE SPARK PLUG WIRE CONNECTIONS. THE CONNECTIONS WERE GOOD. I CHECKED THE SPARK PLUG WIRE FOR ANY DAMAGE. NO DAMAGE. NEXT I CHECKED FOR SPARK AT THE COIL LOCATION. I INSTALLED THE SPARK TESTER TOOL. SPARK WAS PRESENT. NEXT I CHECKED FO |
| 12/28/2015 | Service | 5029 | TROUBLESHOOT COIL | CUSTOMER COMPLAINT: THE MACHINE HAD AN ACTIVE CODE OF 3180-05. CAUSE OF FAILURE: THE SPARK PLUG IN THE ARD HEAD WAS FAULTY. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 12/1/15. I CONNECTED CAT ET TO THE MACHINE. I CHECKED FOR LOGGED CODES AND LOGGED EVENTS. I FOUND CODE 318-05 ACTIVE. I FOLLOWED THE TROUBLESHOOTING GUIDE UENR0978. 3180-05 THE ARD HAS ATTEMPTED TO IGNITE THREE TIMES. ALL OF THE ATTEMPTS WERE UNSUCCESSFUL. THE ECM HAS DETECTED A PROBLEM WITH THE CURRENT FLOW THROUGH THE SECONDARY CIRCUIT. THE PRIMARY CIRCUIT IS OK. THE SPARK PLUG IS FOULED. I REMOVED THE ACCESS LADDER FROM THE RIGHT SIDE OF THE MACHINE TO GAIN ACCESS TO THE AFTERTREATMENT SYSTEM. NEXT I REMOVED THE BODY PANEL TO ACCESS THE AFTERTREATMENT SYSTEM. I CHECKED THE SPARK PLUG WIRE CONNECTIONS. THE CONNECTIONS WERE GOOD. I CHECKED THE SPARK PLUG WIRE FOR ANY DAMAGE. NO DAMAGE. NEXT I CHECKED FOR SPARK AT THE COIL LOCATION. I INSTALLED THE SPARK TESTER TOOL. SPARK WAS PRESENT. NEXT I CHECKED FO |
| 01/14/2016 | Service | 4905 | REPAIR APRON LIFT CYLINDER | CUSTOMER COMPLAINT: OIL LEAKING FROM APRON CYLINDER. CAUSE OF FAILURE: FAILURE OF WELD JOINING THE HEAD BOSS TO THE CYLINDER CAN OF THE 4391997 CYLINDER ASSEMBLY. RESULTANT DAMAGE: HYDRAULIC OIL LEAK. REPAIR PROCESS COMMENTS: ON 10-28-15, I WENT TO THE MACHINE AND INSPECTED THE APRON CYLINDER. OIL WAS RUNNING DOWN THE FRONT OF THE CYLINDER CAN. I INSPECTED THE ROD SEALS BUT NO OIL WAS LEAKING OUT FROM THE SEALS SO I THOROUGHLY CLEANED THE HEAD AND THE HEAD BOSS AT THE TOP OF THE CYLINDER. I FOUND NO OIL LEAKING FROM AROUND THE INTERFACE BETWEEN THE HEAD AND THE CYLINDER SO I OPERATED THE APRON AND STALLED THE DOWN FUNCTION. I INSPECTED THE CYLINDER AGAIN AND FOUND OIL COLLECTING AT A SMALL LOCATION IN THE WELD JOINING THE HEAD BOSS TO THE CYLINDER CAN. I ORDERED A NEW 4391997 CYLINDER ASSEMBLY. THE CYLINDER ASSEMBLY WAS A CBO WITH AN ESD OF 12-9-15. THE CUSTOMER WAS ABLE TO CONTINUE OPERATION OF THE MACHINE IN THE MEANTIME. ON 12-17-15, I WENT TO THE HOLT/LITTLE ELM STORE AND LO |

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| 01/14/2016 | Service | 4905 | REPAIR APRON LIFT CYLINDER | CUSTOMER COMPLAINT: OIL LEAKING FROM APRON CYLINDER. CAUSE OF FAILURE: FAILURE OF WELD JOINING THE HEAD BOSS TO THE CYLINDER CAN OF THE 4391997 CYLINDER ASSEMBLY. RESULTANT DAMAGE: HYDRAULIC OIL LEAK. REPAIR PROCESS COMMENTS: ON 10-28-15, I WENT TO THE MACHINE AND INSPECTED THE APRON CYLINDER. OIL WAS RUNNING DOWN THE FRONT OF THE CYLINDER CAN. I INSPECTED THE ROD SEALS BUT NO OIL WAS LEAKING OUT FROM THE SEALS SO I THOROUGHLY CLEANED THE HEAD AND THE HEAD BOSS AT THE TOP OF THE CYLINDER. I FOUND NO OIL LEAKING FROM AROUND THE INTERFACE BETWEEN THE HEAD AND THE CYLINDER SO I OPERATED THE APRON AND STALLED THE DOWN FUNCTION. I INSPECTED THE CYLINDER AGAIN AND FOUND OIL COLLECTING AT A SMALL LOCATION IN THE WELD JOINING THE HEAD BOSS TO THE CYLINDER CAN. I ORDERED A NEW 4391997 CYLINDER ASSEMBLY. THE CYLINDER ASSEMBLY WAS A CBO WITH AN ESD OF 12-9-15. THE CUSTOMER WAS ABLE TO CONTINUE OPERATION OF THE MACHINE IN THE MEANTIME. ON 12-17-15, I WENT TO THE HOLT/LITTLE ELM STORE AND LO |
| 01/14/2016 | Service | 4905 | TRAVEL TO/FROM MACHINE | |
| 01/15/2016 | Service | 5299 | PERFORM SERVICE ON 1000 HR MNT SVR TIER 4 | |
| 01/15/2016 | Service | 5299 | TRAVEL TO/FROM MACHINE | |
| 01/15/2016 | Service | 5299 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:HWY380 & LAKE FOREST DR. MCKINNEY, TX SERVICE DATE:1-14-16 TECHNICIAN:GREGG SMITH/RYAN ADRIAN SEAT BELT INSTALL DATE:NOV-14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1. E997-2 DPF ASH LEVEL HIGH 2. 3180-5 EMISSIONS FAULT MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 01/15/2016 | Service | 5299 | | |
| 01/27/2016 | Service | 5212 | PRODUCT PROGRAM UPDATE SERVICE LTR AUTHORIZATION | |
| 01/27/2016 | Service | 5212 | PRODUCT PROGRAM UPDATE SERVICE LTR AUTHORIZATION | |
| 02/03/2016 | Service | 5335 | REPAIR HYDRAULIC LEAK | CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD A HYDRAULIC OIL LEAK. CAUSE OF FAILURE: OIL LEAKED FROM THE 447-7270 HOSE. RESULTANT DAMAGE: OIL LEAK. REPAIR PROCESS COMMENTS: (A315) 1/20/16. I STARTED THE JOB BY LOOKING THE MACHINE OVER. I FOUND AN OIL LEAK ON THE REAR OF THE TRANSMISSION. I CLEANED THE AREA. I FOUND A HOSE THAT WAS LEAKING OIL FROM WHERE THE FITTING WAS CRIMPED ON. I LOOKED UP PARTS. I THEN HAD A WORK ORDER OPENED. I ORDERED THE PARTS. THE HOSE WAS BACK ORDERED. I WILL RETURN TOMORROW TO REPLACE THE HOSE. (A315) 1/21/16. I RETURNED TO THE MACHINE WITH THE REPAIR PARTS. I REMOVED THE LEAKING HOSE. I THEN INSTALLED THE NEW HOSE. I STARTED THE MACHINE AND CHECKED FOR ANY LEAKS. NO LEAKS FOUND. I SHUT THE MACHINE DOWN AND CHECKED THE OIL LEVEL. THE LEVEL WAS GOOD. I RETURNED THE MACHINE TO SERVICE. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. |
| 02/03/2016 | Service | 5335 | REPAIR VIBRATOR | CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD A HYDRAULIC OIL LEAK. CAUSE OF FAILURE: OIL LEAKED FROM THE 183-7264 PORT. RESULTANT DAMAGE: OIL LEAK FROM SAMPLING VALVE. REPAIR PROCESS COMMENTS: (A315) 1/20/16. I STARTED THE JOB BY LOOKING THE MACHINE OVER. I FOUND AN OIL LEAK ON THE REAR OF THE TRANSMISSION. I CLEANED THE AREA. I FOUND THE SAMPLING VALVE WAS LEAKING OIL. I LOOKED UP PARTS. I THEN HAD A WORK ORDER OPENED. I ORDERED THE PARTS. I WILL RETURN TOMORROW TO REPLACE THE SAMPLING VALVE. I RETURNED TO THE MACHINE WITH THE REPAIR PARTS. I REMOVED THE SAMPLING VALVE. I THEN INSTALLED THE NEW SAMPLING VALVE. I STARTED THE MACHINE AND CHECKED FOR ANY LEAKS. NO LEAKS FOUND. I SHUT THE MACHINE DOWN AND CHECKED THE OIL LEVEL. THE LEVEL WAS GOOD. I RETURNED THE MACHINE TO SERVICE. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. |

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| 02/03/2016 | Service | 5335 | REPAIR HYDRAULIC LEAK | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD A HYDRAULIC OIL LEAK. CAUSE OF FAILURE: OIL LEAKED FROM THE 447-7270 HOSE. RESULTANT DAMAGE: OIL LEAK. REPAIR PROCESS COMMENTS: (A315) 1/20/16. I STARTED THE JOB BY LOOKING THE MACHINE OVER. I FOUND AN OIL LEAK ON THE REAR OF THE TRANSMISSION. I CLEANED THE AREA. I FOUND A HOSE THAT WAS LEAKING OIL FROM WHERE THE FITTING WAS CRIMPED ON. I LOOKED UP PARTS. I THEN HAD A WORK ORDER OPENED. I ORDERED THE PARTS. THE HOSE WAS BACK ORDERED. I WILL RETURN TOMORROW TO REPLACE THE HOSE. (A315) 1/21/16. I RETURNED TO THE MACHINE WITH THE REPAIR PARTS. I REMOVED THE LEAKING HOSE. I THEN INSTALLED THE NEW HOSE. I STARTED THE MACHINE AND CHECKED FOR ANY LEAKS. NO LEAKS FOUND. I SHUT THE MACHINE DOWN AND CHECKED THE OIL LEVEL. THE LEVEL WAS GOOD. I RETURNED THE MACHINE TO SERVICE. I CLEANED THE WORK AREA AND PUT AWAY TOOLS.</p> |
| 02/03/2016 | Service | 5335 | REPAIR VIBRATOR | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD A HYDRAULIC OIL LEAK. CAUSE OF FAILURE: OIL LEAKED FROM THE 183-7264 PORT. RESULTANT DAMAGE: OIL LEAK FROM SAMPLING VALVE. REPAIR PROCESS COMMENTS: (A315) 1/20/16. I STARTED THE JOB BY LOOKING THE MACHINE OVER. I FOUND AN OIL LEAK ON THE REAR OF THE TRANSMISSION. I CLEANED THE AREA. I FOUND THE SAMPLING VALVE WAS LEAKING OIL. I LOOKED UP PARTS. I THEN HAD A WORK ORDER OPENED. I ORDERED THE PARTS. I WILL RETURN TOMORROW TO REPLACE THE SAMPLING VALVE. I RETURNED TO THE MACHINE WITH THE REPAIR PARTS. I REMOVED THE SAMPLING VALVE. I THEN INSTALLED THE NEW SAMPLING VALVE. I STARTED THE MACHINE AND CHECKED FOR ANY LEAKS. NO LEAKS FOUND. I SHUT THE MACHINE DOWN AND CHECKED THE OIL LEVEL. THE LEVEL WAS GOOD. I RETURNED THE MACHINE TO SERVICE. I CLEANED THE WORK AREA AND PUT AWAY TOOLS.</p> |
| 02/03/2016 | Service | 5335 | TRAVEL TO/FROM MACHINE | |
| 02/23/2016 | Service | 5408 | REPLACE FAN DRIVE ASSEMBLY | <p>CUSTOMER COMPLAINT: HIGH SCRAPER ENGINE COOLANT TEMPERATURE. CAUSE OF FAILURE: FAILURE OF 3497267 SERPENTINE BELT WHICH DRIVES THE SCRAPER ENGINE RADIATOR FAN. RESULTANT DAMAGE: THE SCRAPER ENGINE RADIATOR FAN STOPPED ROTATING. REPAIR PROCESS COMMENTS: ON 2-2-16, I INSPECTED THE SCRAPER ENGINE FAN DRIVE AND FOUND THAT THE 3497267 SERPENTINE BELT HAD FAILED. PIECES OF THE BELT WERE FOUND IN THE SCRAPER ENGINE COMPARTMENT. I INSPECTED THE SECONDARY 3280811 SCRAPER ENGINE SERPENTINE BELT WHICH DRIVES THE ALTERNATOR AND WATER PUMP AND FOUND THAT IT WAS SPLIT IN THE MIDDLE AND ONE OF THE GROOVES WAS MISSING. I ORDERED NEW 3497267 AND 3280811 SERPENTINE BELTS AND INSTALLED BOTH OF THEM ON THE SCRAPER ENGINE FAN DRIVE THEN RETURNED THE MACHINE TO OPERATION. ON 2-10-16, I TOOK THE FAILED 3497267 AND 3280811 BELTS TO THE HOLT/IRVING STORE AND DELIVERED THEM TO PARTS REPRESENTATIVE MICHAEL TAYLOR FOR THE WARRANTY CLAIM. HOWARD SCHRAM #4278. SERVICE METER READING: 5408.</p> |

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| 03/16/2016 | Service Credit | 5557 | TROUBLESHOOT COMBUSTION AIT SYSTEM | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD CODES LOGGED FOR OPERATOR INDUCEMENT. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. LOGGED CODES. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I RETURNED TO THE MACHINE. I BEGAN TROUBLESHOOTING THE ENGINE FOR (E1096) EGR MASS FLOW RATE HIGH. THERE WAS 255 OCCURRENCES OF THIS CODE. I CHECKED THE TURBOCHARGER. ALL WAS GOOD. I PERFORMED AN EGR SYSTEM TEST. THE EGR SYSTEM TEST PASSED. I THEN REMOVED THE ENGINE HOOD AND CHECKED FOR ANY EXHAUST LEAKS. NO LEAKS WERE FOUND. I REMOVED THE VENTURI AND INSPECTED IT FOR DAMAGE OR SOOT BLOCKAGE. THERE WAS A</p> |
| 03/16/2016 | Service Credit | 5557 | TROUBLESHOOT DIESEL EXHAUST FLUID MOD | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD ACTIVE CODES AND WOULD DERATE TO 1000 RPM. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. THE MACHINE WOULD EVENTULLY DERATE TO 1000 RPM. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I STARTED THE JOB BY GETTING PARTS FOR THE MACHINE. I FOLLOWED THE RECOMMENDATION OF THE TECHNICAL COMMUNICATOR. I ORDERED THE FILTERS FOR THE DEF PUMP. THERE WAS A SERVICE MAGAZINE (SEPD1894) FOR UPDATING THE DEF PUMP FILTERS. THE NEW DIESEL EXHAUST FLUID (DEF) FILTER USED HELPS ELIMINATE DEBRIS FROM ENTERING THE DEF SYSTEM. THE NEW DEF FILTER SHOULD HELP REDUCE OC</p> |
| 03/16/2016 | Service Credit | 5557 | PRODUCT SUPPORT DIVISION SERVICE LTR AUTHORIZATION | <p>CUSTOMER COMPLAINT: PERFORM PS44748. CAUSE OF FAILURE: NO FAILURE. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 2/24/15. I WAITED FOR MY PARTS TO ARRIVE. THE PARTS SHOWED UP ON THE WACO TRUCK ABOUT 9 AM. THEY WERE THEN SORTED AND HANDED OUT BY 9:30 AM. I THEN DROVE TO THE JOB. I UPDATED THE MACHINE AS OUTLINED IN SPECIAL INSTRUCTION REHS9776. I COMPLETED THE UPDATE AND RETURNED THE MACHINE TO THE CUSTOMER. (A315) PAULMCEVOY.</p> |
| 03/16/2016 | Service Credit | 5557 | TROUBLESHOOT COMBUSTION AIT SYSTEM | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD CODES LOGGED FOR OPERATOR INDUCEMENT. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. LOGGED CODES. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I RETURNED TO THE MACHINE. I BEGAN TROUBLESHOOTING THE ENGINE FOR (E1096) EGR MASS FLOW RATE HIGH. THERE WAS 255 OCCURRENCES OF THIS CODE. I CHECKED THE TURBOCHARGER. ALL WAS GOOD. I PERFORMED AN EGR SYSTEM TEST. THE EGR SYSTEM TEST PASSED. I THEN REMOVED THE ENGINE HOOD AND CHECKED FOR ANY EXHAUST LEAKS. NO LEAKS WERE FOUND. I REMOVED THE VENTURI AND INSPECTED IT FOR DAMAGE OR SOOT BLOCKAGE. THERE WAS A</p> |

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| 03/16/2016 | Service Credit | 5557 | TROUBLESHOOT DIESEL EXHAUST FLUID MOD | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD ACTIVE CODES AND WOULD DERATE TO 1000 RPM. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. THE MACHINE WOULD EVENTULLY DERATE TO 1000 RPM. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I STARTED THE JOB BY GETTING PARTS FOR THE MACHINE. I FOLLOWED THE RECOMMENDATION OF THE TECHNICAL COMMUNICATOR. I ORDERED THE FILTERS FOR THE DEF PUMP. THERE WAS A SERVICE MAGAZINE (SEPD1894) FOR UPDATING THE DEF PUMP FILTERS. THE NEW DIESEL EXHAUST FLUID (DEF) FILTER USED HELPS ELIMINATE DEBRIS FROM ENTERING THE DEF SYSTEM. THE NEW DEF FILTER SHOULD HELP REDUCE OC</p> |
| 03/16/2016 | Service Credit | 5557 | TRAVEL TO/FROM MACHINE | |
| 03/16/2016 | Service | 5557 | PRODUCT SUPPORT DIVISION SERVICE LTR AUTHORIZATION | <p>CUSTOMER COMPLAINT: PERFORM PS44748. CAUSE OF FAILURE: NO FAILURE. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 2/24/15. I WAITED FOR MY PARTS TO ARRIVE. THE PARTS SHOWED UP ON THE WACO TRUCK ABOUT 9 AM. THEY WERE THEN SORTED AND HANDED OUT BY 9:30 AM. I THEN DROVE TO THE JOB. I UPDATED THE MACHINE AS OUTLINED IN SPECIAL INSTRUCTION REHS9776. I COMPLETED THE UPDATE AND RETURNED THE MACHINE TO THE CUSTOMER. (A315) PAUL MCEVOY.</p> |
| 03/16/2016 | Service | 5557 | TROUBLESHOOT COMBUSTION AIT SYSTEM | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD CODES LOGGED FOR OPERATOR INDUCEMENT. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. LOGGED CODES. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I RETURNED TO THE MACHINE. I BEGAN TROUBLESHOOTING THE ENGINE FOR (E1096) EGR MASS FLOW RATE HIGH. THERE WAS 255 OCCURRENCES OF THIS CODE. I CHECKED THE TURBOCHARGER. ALL WAS GOOD. I PERFORMED AN EGR SYSTEM TEST. THE EGR SYSTEM TEST PASSED. I THEN REMOVED THE ENGINE HOOD AND CHECKED FOR ANY EXHAUST LEAKS. NO LEAKS WERE FOUND. I REMOVED THE VENTURI AND INSPECTED IT FOR DAMAGE OR SOOT BLOCKAGE. THERE WAS A</p> |
| 03/16/2016 | Service | 5557 | TROUBLESHOOT DIESEL EXHAUST FLUID MOD | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD ACTIVE CODES AND WOULD DERATE TO 1000 RPM. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. THE MACHINE WOULD EVENTULLY DERATE TO 1000 RPM. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I STARTED THE JOB BY GETTING PARTS FOR THE MACHINE. I FOLLOWED THE RECOMMENDATION OF THE TECHNICAL COMMUNICATOR. I ORDERED THE FILTERS FOR THE DEF PUMP. THERE WAS A SERVICE MAGAZINE (SEPD1894) FOR UPDATING THE DEF PUMP FILTERS. THE NEW DIESEL EXHAUST FLUID (DEF) FILTER USED HELPS ELIMINATE DEBRIS FROM ENTERING THE DEF SYSTEM. THE NEW DEF FILTER SHOULD HELP REDUCE OC</p> |

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| 03/16/2016 | Service | 5557 | PRODUCT SUPPORT DIVISION SERVICE LTR AUTHORIZATION | CUSTOMER COMPLAINT: PERFORM PS44748. CAUSE OF FAILURE: NO FAILURE. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 2/24/15. I WAITED FOR MY PARTS TO ARRIVE. THE PARTS SHOWED UP ON THE WACO TRUCK ABOUT 9 AM. THEY WERE THEN SORTED AND HANDED OUT BY 9:30 AM. I THEN DROVE TO THE JOB. I UPDATED THE MACHINE AS OUTLINED IN SPECIAL INSTRUCTION REHS9776. I COMPLETED THE UPDATE AND RETURNED THE MACHINE TO THE CUSTOMER. (A315) PAUL MCEVOY. |
| 03/16/2016 | Service | 5557 | TROUBLESHOOT COMBUSTION AIT SYSTEM | CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD CODES LOGGED FOR OPERATOR INDUCEMENT. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. LOGGED CODES. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I RETURNED TO THE MACHINE. I BEGAN TROUBLESHOOTING THE ENGINE FOR (E1096) EGR MASS FLOW RATE HIGH. THERE WAS 255 OCCURRENCES OF THIS CODE. I CHECKED THE TURBOCHARGER. ALL WAS GOOD. I PERFORMED AN EGR SYSTEM TEST. THE EGR SYSTEM TEST PASSED. I THEN REMOVED THE ENGINE HOOD AND CHECKED FOR ANY EXHAUST LEAKS. NO LEAKS WERE FOUND. I REMOVED THE VENTURI AND INSPECTED IT FOR DAMAGE OR SOOT BLOCKAGE. THERE WAS A |
| 03/16/2016 | Service | 5557 | TROUBLESHOOT DIESEL EXHAUST FLUID MOD | CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD ACTIVE CODES AND WOULD DERATE TO 1000 RPM. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. THE MACHINE WOULD EVENTULLY DERATE TO 1000 RPM. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I STARTED THE JOB BY GETTING PARTS FOR THE MACHINE. I FOLLOWED THE RECOMMENDATION OF THE TECHNICAL COMMUNICATOR. I ORDERED THE FILTERS FOR THE DEF PUMP. THERE WAS A SERVICE MAGAZINE (SEPD1894) FOR UPDATING THE DEF PUMP FILTERS. THE NEW DIESEL EXHAUST FLUID (DEF) FILTER USED HELPS ELIMINATE DEBRIS FROM ENTERING THE DEF SYSTEM. THE NEW DEF FILTER SHOULD HELP REDUCE OC |
| 03/16/2016 | Service | 5557 | TRAVEL TO/FROM MACHINE | |
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| 03/16/2016 | Service | 5557 | REPAIR ELECTRICAL SYSTEM | <p>RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 2/24/15. UPDATED SOFTWARE AND THERE WAS A SERVICE MAGIZINE TO UPDATE WIRING LOCATION. SO WE COULD ACTIVATE TIRE SPIN REDUCTION SYSTEM ON MACHINE. I UPDATED THE MACHINE AS OUTLINED IN SPECIAL INSTRUCTION REHS9776. I COMPLETED THE UPDATE AND RETURNED THE MACHINE TO THE CUSTOMER. (A315) PAUL MCEVOY.</p> |
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| 03/16/2016 | Service | 5557 | TRAVEL TO/FROM MACHINE | |

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| 04/11/2016 | Service | 5670 | TROUBLESHOOT CLEAN EMISSIONS MODULE | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE WOULD NOT REGENERATE. CAUSE OF FAILURE: THE NITROGEN OXIDE SENSOR FAILED. RESULTANT DAMAGE: THE MACHINE EMISSIONS SYSTEM WOULD NOT WORK CORRECTLY. THE INTAKE MANIFOLD SENSOR WAS LOGGING CODES FOR VOLTAGE ABOVE NORMAL AND OUT OF CALIBRATION. REPAIR PROCESS COMMENTS: (A315) 3/23/16. I STARTED THE JOB BY TRAVELING TO THE MACHINE. I LOCATED THE MACHINE ON THE JOB SITE. NEXT I CONNECTED CAT ET TO THE MACHINE. I LOOKED AT THE LOGGED CODES AND EVENTS. THERE WERE SEVERAL LOGGED CODES AND EVENTS. THE CODES WERE LOGGED FOR OPERATOR INDUCEMENT AND THE NITROGEN OXIDE SENSOR (3655-12) FOR THE ENGINE OUTPUT. I FOLLOWED THE TROUBLESHOOTING FOR THE NOX SENSOR. I REMOVED THE ACCESS LADDER AND THE SIDE PANEL. NEXT I ALSO REMOVED THE PANEL OVER THE ENGINE. AFTER TESTING THE SENSOR AS OUTLINED IN UNER0978 THE SENSOR TESTED FAULTY. I LOOKED UP PARTS AND ORDERED THE PARTS. NEXT I CHECKED THE INTAKE MANIFOLD SENSOR. I REMOVED THE SENSOR FROM THE ENGINE. I</p> |
| 04/11/2016 | Service | 5670 | TROUBLESHOOT ENGINE | <p>COMPLAINT: FAULT CODES COMPLAINT: THE HARNESS FOR THE INTAKE MANIFOLD SENSOR WAS FAULTY. THE INTAKE MANIFOLD SENSOR WAS LOGGING CODES FOR VOLTAGE ABOVE NORMAL AND OUT OF CALIBRATION. REPAIR PROCESS COMMENTS: (A315) 3/23/16. ORDERED THE PARTS. NEXT I CHECKED THE INTAKE MANIFOLD SENSOR. I REMOVED THE SENSOR FROM THE ENGINE. I TESTED THE SENSOR. I FOUND THE HARNESS TO BE FAULTY. THE GREEN WIRE IN THE HARNESS WAS BROKE AT THE SENSOR CONNECTOR. THE CONNECTOR CAN NOT BE REMOVED FROM THE SENSOR. I CUT THE HARNESS OF THE SENSOR. I HAD TO REPLACE THE SENSOR TO REPAIR THE HARNESS. I LOOKED UP PARTS AND ORDERED THE PARTS. INSTALLED THE NEW INTAKE MANIFOLD SENSOR AND THE CODE WENT AWAY.</p> |
| 04/11/2016 | Service | 5670 | TROUBLESHOOT CLEAN EMISSIONS MODULE | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE WOULD NOT REGENERATE. CAUSE OF FAILURE: THE NITROGEN OXIDE SENSOR FAILED. RESULTANT DAMAGE: THE MACHINE EMISSIONS SYSTEM WOULD NOT WORK CORRECTLY. THE INTAKE MANIFOLD SENSOR WAS LOGGING CODES FOR VOLTAGE ABOVE NORMAL AND OUT OF CALIBRATION. REPAIR PROCESS COMMENTS: (A315) 3/23/16. I STARTED THE JOB BY TRAVELING TO THE MACHINE. I LOCATED THE MACHINE ON THE JOB SITE. NEXT I CONNECTED CAT ET TO THE MACHINE. I LOOKED AT THE LOGGED CODES AND EVENTS. THERE WERE SEVERAL LOGGED CODES AND EVENTS. THE CODES WERE LOGGED FOR OPERATOR INDUCEMENT AND THE NITROGEN OXIDE SENSOR (3655-12) FOR THE ENGINE OUTPUT. I FOLLOWED THE TROUBLESHOOTING FOR THE NOX SENSOR. I REMOVED THE ACCESS LADDER AND THE SIDE PANEL. NEXT I ALSO REMOVED THE PANEL OVER THE ENGINE. AFTER TESTING THE SENSOR AS OUTLINED IN UNER0978 THE SENSOR TESTED FAULTY. I LOOKED UP PARTS AND ORDERED THE PARTS. NEXT I CHECKED THE INTAKE MANIFOLD SENSOR. I REMOVED THE SENSOR FROM THE ENGINE. I</p> |
| 04/11/2016 | Service | 5670 | TROUBLESHOOT ENGINE | <p>COMPLAINT: FAULT CODES COMPLAINT: THE HARNESS FOR THE INTAKE MANIFOLD SENSOR WAS FAULTY. THE INTAKE MANIFOLD SENSOR WAS LOGGING CODES FOR VOLTAGE ABOVE NORMAL AND OUT OF CALIBRATION. REPAIR PROCESS COMMENTS: (A315) 3/23/16. ORDERED THE PARTS. NEXT I CHECKED THE INTAKE MANIFOLD SENSOR. I REMOVED THE SENSOR FROM THE ENGINE. I TESTED THE SENSOR. I FOUND THE HARNESS TO BE FAULTY. THE GREEN WIRE IN THE HARNESS WAS BROKE AT THE SENSOR CONNECTOR. THE CONNECTOR CAN NOT BE REMOVED FROM THE SENSOR. I CUT THE HARNESS OF THE SENSOR. I HAD TO REPLACE THE SENSOR TO REPAIR THE HARNESS. I LOOKED UP PARTS AND ORDERED THE PARTS. INSTALLED THE NEW INTAKE MANIFOLD SENSOR AND THE CODE WENT AWAY.</p> |
| 04/11/2016 | Service | 5670 | TRAVEL TO/FROM | MELISSA, TX. |

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| 04/15/2016 | Service Credit | 5557 | TROUBLESHOOT COMBUSTION AIT SYSTEM | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD CODES LOGGED FOR OPERATOR INDUCEMENT. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. LOGGED CODES. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I RETURNED TO THE MACHINE. I BEGAN TROUBLESHOOTING THE ENGINE FOR (E1096) EGR MASS FLOW RATE HIGH. THERE WAS 255 OCCURRENCES OF THIS CODE. I CHECKED THE TURBOCHARGER. ALL WAS GOOD. I PERFORMED AN EGR SYSTEM TEST. THE EGR SYSTEM TEST PASSED. I THEN REMOVED THE ENGINE HOOD AND CHECKED FOR ANY EXHAUST LEAKS. NO LEAKS WERE FOUND. I REMOVED THE VENTURI AND INSPECTED IT FOR DAMAGE OR SOOT BLOCKAGE. THERE WAS A</p> |
| 04/15/2016 | Service Credit | 5557 | TROUBLESHOOT DIESEL EXHAUST FLUID MOD | <p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD ACTIVE CODES AND WOULD DERATE TO 1000 RPM. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. THE MACHINE WOULD EVENTULLY DERATE TO 1000 RPM. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I STARTED THE JOB BY GETTING PARTS FOR THE MACHINE. I FOLLOWED THE RECOMMENDATION OF THE TECHNICAL COMMUNICATOR. I ORDERED THE FILTERS FOR THE DEF PUMP. THERE WAS A SERVICE MAGAZINE (SEPD1894) FOR UPDATING THE DEF PUMP FILTERS. THE NEW DIESEL EXHAUST FLUID (DEF) FILTER USED HELPS ELIMINATE DEBRIS FROM ENTERING THE DEF SYSTEM. THE NEW DEF FILTER SHOULD HELP REDUCE OC</p> |
| 04/15/2016 | Service Credit | 5557 | REPAIR ELECTRICAL SYSTEM | <p>RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 2/24/15. UPDATED SOFTWARE AND THERE WAS A SERVICE MAGIZINE TO UDATE WIRING LOCATION. SO WE COULD ACTIVATE TIRE SPIN REDUCTION SYSTEM ON MACHINE. I UPDATED THE MACHINE AS OUTLINED IN SPECIAL INSTRUCTION REHS9776. I COMPLETED THE UPDATE AND RETURNED THE MACHINE TO THE CUSTOMER. (A315) PAUL MCEVOY.</p> |
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| 04/15/2016 | Service Credit | 5557 | TRAVEL TO/FROM MACHINE | |
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| 04/15/2016 | Service | 5557 | REPAIR ELECTRICAL SYSTEM | |

04/15/2016 Service 5557 TROUBLESHOOT COMBUSTION AIT SYSTEM

CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD CODES LOGGED FOR OPERATOR INDUCEMENT. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. LOGGED CODES. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I RETURNED TO THE MACHINE. I BEGAN TROUBLESHOOTING THE ENGINE FOR (E1096) EGR MASS FLOW RATE HIGH. THERE WAS 255 OCCURRENCES OF THIS CODE. I CHECKED THE TURBOCHARGER. ALL WAS GOOD. I PERFORMED AN EGR SYSTEM TEST. THE EGR SYSTEM TEST PASSED. I THEN REMOVED THE ENGINE HOOD AND CHECKED FOR ANY EXHAUST LEAKS. NO LEAKS WERE FOUND. I REMOVED THE VENTURI AND INSPECTED IT FOR DAMAGE OR SOOT BLOCKAGE. THERE WAS A

04/15/2016 Service 5557 TROUBLESHOOT DIESEL EXHAUST FLUID MOD

CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD ACTIVE CODES AND WOULD DERATE TO 1000 RPM. CAUSE OF FAILURE: THE DEF FILTER WAS RESTRICTED. RESULTANT DAMAGE: NO DAMAGE. THE MACHINE WOULD EVENTULLY DERATE TO 1000 RPM. REPAIR PROCESS COMMENTS: (A315) 2/23/16. I TRAVELED TO THE MACHINE. IT WAS RAINING HARD. I CONNECTED CAT ET TO THE MACHINE. I DOWNLOADED A PRODUCT STATUS REPORT. THE MACHINE HAD SEVERAL LOGGED CODES. DUE TO THE RAIN I WAS NOT ABLE TO COMPLETE ANY REPAIRS AT THIS TIME. I DID COMMUNICATE WITH THE TECHNICAL COMMUNICATOR ABOUT THE MACHINE ISSUES. I WILL RETURN TOMORROW WHEN IT ISN'T RAINING. (A315) 2/24/16. I STARTED THE JOB BY GETTING PARTS FOR THE MACHINE. I FOLLOWED THE RECOMMENDATION OF THE TECHNICAL COMMUNICATOR. I ORDERED THE FILTERS FOR THE DEF PUMP. THERE WAS A SERVICE MAGAZINE (SEPD1894) FOR UPDATING THE DEF PUMP FILTERS. THE NEW DIESEL EXHAUST FLUID (DEF) FILTER USED HELPS ELIMINATE DEBRIS FROM ENTERING THE DEF SYSTEM. THE NEW DEF FILTER SHOULD HELP REDUCE OC

04/15/2016 Service 5557 TRAVEL TO/FROM MACHINE

05/10/2016 Service 5561 REPLACE BRAKE ACCUMULATOR

CUSTOMER COMPLAINT: FAULT LIGHT FOR THE BRAKES IS ON. CAUSE OF FAILURE: FAILED ACCUMULATOR SEALS. RESULTANT DAMAGE: BRAKE ACCUMULATORS NEED TO BE REPLACED. REPAIR PROCESS COMMENTS: ARRIVED ON THE JOBSITE AND LOCATED THE MACHINE. TURNED THE KEY ON AND PUMPED THE BRAKES UNTIL THERE WAS NO PRESSURE IN THE BRAKE SYSTEM. CHECKED THE PRESSURE IN THE BRAKE ACCUMULATORS. ONE HAD AROUND 450 PSI AND THE OTHER DID NOT EVEN HAVE ENOUGH PRESSURE TO REGISTER ON THE GAUGE. BOTH SHOULD HAVE BEEN AROUND 725 PSI. I HAD ALREADY BROUGHT TWO ACCUMULATORS TO THE JOB WITH ME. FIRST I CHARGED THE NEW ACCUMULATORS UP TO THE PROPER 725 PSI. THEN I BEGAN REMOVING THE BAD ACCUMULATORS. I REMOVED THE STEPS AND SIDE PANEL. THEN I REMOVED THE GUARD OFF THE BOTTOM OF THE ACCUMULATORS AND REMOVED THE TWO HYDRAULIC LINES. THEN I REMOVED THE MOUNTING STRAP AND THE THREE MOUNTING BOLTS ON THE BOTTOM OF EACH ACCUMULATOR. USING THE HOIST I REMOVED BOTH OF THE ACCUMULATORS AND REINSTALLED THE NEW ONES IN THEIR PLACE. I REMO

05/10/2016 Service 5561

REPLACE BRAKE ACCUMULATOR

CUSTOMER COMPLAINT: FAULT LIGHT FOR THE BRAKES IS ON. CAUSE OF FAILURE: FAILED ACCUMULATOR SEALS. RESULTANT DAMAGE: BRAKE ACCUMULATORS NEED TO BE REPLACED. REPAIR PROCESS COMMENTS: ARRIVED ON THE JOBSITE AND LOCATED THE MACHINE. TURNED THE KEY ON AND PUMPED THE BRAKES UNTIL THERE WAS NO PRESSURE IN THE BRAKE SYSTEM. CHECKED THE PRESSURE IN THE BRAKE ACCUMULATORS. ONE HAD AROUND 450 PSI AND THE OTHER DID NOT EVEN HAVE ENOUGH PRESSURE TO REGISTER ON THE GAUGE. BOTH SHOULD HAVE BEEN AROUND 725 PSI. I HAD ALREADY BROUGHT TWO ACCUMULATORS TO THE JOB WITH ME. FIRST I CHARGED THE NEW ACCUMULATORS UP TO THE PROPER 725 PSI. THEN I BEGAN REMOVING THE BAD ACCUMULATORS. I REMOVED THE STEPS AND SIDE PANEL THEN I REMOVED THE GUARD OFF THE BOTTOM OF THE ACCUMULATORS AND REMOVED THE TWO HYDRAULIC LINES. THEN I REMOVED THE MOUNTING STRAP AND THE THREE MOUNTING BOLTS ON THE BOTTOM OF EACH ACCUMULATOR. USING THE HOIST I REMOVED BOTH OF THE ACCUMULATORS AND REINSTALLED THE NEW ONES IN THEIR PLACE. I REMO

05/31/2016 Service 5974

TROUBLESHOOT DIESEL EXHAUST FLUID MOD

CUSTOMER COMPLAINT: OPERATOR INDUCEMENT ACTIVE FOR SCRAPER ENGINE. CAUSE OF FAILURE: THE 4531606 FILTER SOCK WAS NOT INSTALLED ON THE 4343243 MANIFOLD ASSEMBLY. RESULTANT DAMAGE: CONTAMINANTS IN THE DEF FLUID WERE BEING DRAWN INTO THE SCRAPER ENGINE DEF PUMP UNTIL THE 3783187 FILTER BECAME PLUGGED WHICH PREVENTED THE DEF PUMP FROM BUILDING ENOUGH PRESSURE TO PROPERLY INJECT THE DEF INTO THE NOX CATALYST. THIS RESULTED IN THE ACTIVATION OF A LEVEL 1 OPERATOR INDUCEMENT FOR THE SCRAPER ENGINE. REPAIR PROCESS COMMENTS: ON 5-23-16, I WENT TO THE MACHINE AND CONNECTED E.T. EVENT CODE E931(2) "LOW DEF DOSING PRESSURE" AND EVENT CODE E1389 "OPERATOR INDUCEMENT" WERE BOTH ACTIVE. I FIRST REMOVED AND DISASSEMBLED THE SCRAPER ENGINE DEF TANK CAP. THERE WAS SOME DIRT IN THE CAP SO I THOROUGHLY THERE WAS SOME DIRT IN THE CAP SO I THOROUGHLY WASHED IT OUT WITH CLEAN WATER THEN REINSTALLED IT. NEXT, I PERFORMED A DEF VERIFICATION TEST WHILE VISUALLY CHECKING THE DEF LINES FOR LEAKS BUT COULD FIND

05/31/2016 Service 5974

TROUBLESHOOT DIESEL EXHAUST FLUID MOD

CUSTOMER COMPLAINT: OPERATOR INDUCEMENT ACTIVE FOR SCRAPER ENGINE. CAUSE OF FAILURE: THE 4531606 FILTER SOCK WAS NOT INSTALLED ON THE 4343243 MANIFOLD ASSEMBLY. RESULTANT DAMAGE: CONTAMINANTS IN THE DEF FLUID WERE BEING DRAWN INTO THE SCRAPER ENGINE DEF PUMP UNTIL THE 3783187 FILTER BECAME PLUGGED WHICH PREVENTED THE DEF PUMP FROM BUILDING ENOUGH PRESSURE TO PROPERLY INJECT THE DEF INTO THE NOX CATALYST. THIS RESULTED IN THE ACTIVATION OF A LEVEL 1 OPERATOR INDUCEMENT FOR THE SCRAPER ENGINE. REPAIR PROCESS COMMENTS: ON 5-23-16, I WENT TO THE MACHINE AND CONNECTED E.T. EVENT CODE E931(2) "LOW DEF DOSING PRESSURE" AND EVENT CODE E1389 "OPERATOR INDUCEMENT" WERE BOTH ACTIVE. I FIRST REMOVED AND DISASSEMBLED THE SCRAPER ENGINE DEF TANK CAP. THERE WAS SOME DIRT IN THE CAP SO I THOROUGHLY THERE WAS SOME DIRT IN THE CAP SO I THOROUGHLY WASHED IT OUT WITH CLEAN WATER THEN REINSTALLED IT. NEXT, I PERFORMED A DEF VERIFICATION TEST WHILE VISUALLY CHECKING THE DEF LINES FOR LEAKS BUT COULD FIND

05/31/2016 Service 5974

TRAVEL TO/FROM MACHINE

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|------------|---------|------|--|--|
| 06/28/2016 | Service | 0 | INSTALL PRODUCT LINK SYSTEM 321 | 01/19/16 INSTALL SUPERCOM PER JD GREINER. I COULD NOT FIND A SUITABLE PLACEMENT FOR THE SUPERCOM. KEN DAVENPORT WAS IN THE AREA AND STOPPED BY TO HELP. EVERY PLACE WE TRIED TO INSTALL THE SUPERCOM THE BOX WOULD NOT FIT, THE WIRE HARNESS WAS NOT LONG ENOUGH OR THERE WAS NOT A PLACE FOR THE HARNESS TO GO THROUGH THE CAB. THE ONLY PLACE FOR THE BOX TO GO WAS OUTSIDE THE CAB UNDER THE A/C CONDENSER, WHICH LIMITED THE OPERATORS VIEW OUT THE REAR WINDOW. REMOVED THE GROMMET FROM THE TOP RIGHT REAR CORNER OF THE CAB. I HAD TO REMOVE THE PLUG FROM THE END OF THE HARNESS BECAUSE IT WOULD NOT FIT THROUGH THE HOLE IN THE CAB. REMOVED A PANEL FROM THE INSIDE OF THE CAB. RAN THE HARNESS INTO THE CAB. INSTALLED PLUG ON THE HARNESS. WHILE I INSTALLED THE SUPERCOM KEN INSTALLED UPDATED EVERY ECM SOFTWARE IN THE MACHINE PER JD GREINER. INSTALLED THE PANEL IN THE CAB. ATTACHED THE COM BOX UNDER THE CONDENSER OUTSIDE THE CAB WITH A RATCHET STRAP AND ZIP TIES. SET THE ANTENNA UP ON TOP OF THE CAB. ONCE KE |
| 06/28/2016 | Service | 0 | TRAVEL TO/FROM MACHINE | |
| 06/28/2016 | Service | 0 | TRAVEL TO/FROM MACHINE | |
| 06/28/2016 | Service | 0 | INSTALL PRODUCT LINK SYSTEM 321 | 01/19/16 INSTALL SUPERCOM PER JD GREINER. I COULD NOT FIND A SUITABLE PLACEMENT FOR THE SUPERCOM. KEN DAVENPORT WAS IN THE AREA AND STOPPED BY TO HELP. EVERY PLACE WE TRIED TO INSTALL THE SUPERCOM THE BOX WOULD NOT FIT, THE WIRE HARNESS WAS NOT LONG ENOUGH OR THERE WAS NOT A PLACE FOR THE HARNESS TO GO THROUGH THE CAB. THE ONLY PLACE FOR THE BOX TO GO WAS OUTSIDE THE CAB UNDER THE A/C CONDENSER, WHICH LIMITED THE OPERATORS VIEW OUT THE REAR WINDOW. REMOVED THE GROMMET FROM THE TOP RIGHT REAR CORNER OF THE CAB. I HAD TO REMOVE THE PLUG FROM THE END OF THE HARNESS BECAUSE IT WOULD NOT FIT THROUGH THE HOLE IN THE CAB. REMOVED A PANEL FROM THE INSIDE OF THE CAB. RAN THE HARNESS INTO THE CAB. INSTALLED PLUG ON THE HARNESS. WHILE I INSTALLED THE SUPERCOM KEN INSTALLED UPDATED EVERY ECM SOFTWARE IN THE MACHINE PER JD GREINER. INSTALLED THE PANEL IN THE CAB. ATTACHED THE COM BOX UNDER THE CONDENSER OUTSIDE THE CAB WITH A RATCHET STRAP AND ZIP TIES. SET THE ANTENNA UP ON TOP OF THE CAB. ONCE KE |
| 06/28/2016 | Service | 0 | TRAVEL TO/FROM MACHINE | |
| 06/28/2016 | Service | 0 | TRAVEL TO/FROM MACHINE | |
| 07/13/2016 | Service | 6223 | INSPECT | |
| 07/13/2016 | Service | 6223 | PERFORM SERVICE ON 6000 HR MNT SRV TIER 4 | |
| 07/13/2016 | Service | 6223 | TRAVEL TO/FROM MACHINE | |
| 07/13/2016 | Service | 6223 | WELD WITH HARDWARE INFORMATION RECORD ONLY | REPAIR PROCESS COMMENTS: JOB LOCATION: HWY 380 AND COIT RD SERVICE DATE: 7-8-16 TECHNICIAN: RYAN ADRIAN SEAT BELT INSTALL DATE: OCT-14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * NO **** ITEMS REQUIRING FURTHER ATTENTION ***** 1. NOTHING TO REPORT AT THIS TIME MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 07/13/2016 | Service | 6223 | | |
| 07/13/2016 | Service | 6223 | INSPECT | |

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| 07/26/2016 | Service | 6221 | TROUBLESHOOT REGENERATION | CUSTOMER COMPLAINT: ACTIVE CODE PRESENT ASSOCIATED WITH TRACTOR ENGINE EMISSIONS SYSTEM. CAUSE OF FAILURE: RESTRICTION IN ARD FUEL NOZZLE. RESULTANT DAMAGE: ARD FAILURE TO IGNITE. REPAIR PROCESS COMMENTS: ON 7-7-16, I WENT TO THE MACHINE AND CONNECTED E.T. EVENT CODES E1239(2) "CONDITIONS NOT MET FOR ACTIVE REGENERATION", E1025(2) "AFTERTREATMENT FAILED TO IGNITE", E1239(2) "CONDITIONS NOT MET FOR ACTIVE REGENERATION", AND E1026(2) "AFTERTREATMENT LOSS OF COMBUSTION" WERE LOGGED AND THE E1025(2) WAS ACTIVE. I DOWNLOADED A PRODUCT STATUS REPORT THEN SHUT OFF THE MACHINE AND REMOVED THE CEM ENCLOSURE PANELS TO GAIN ACCESS TO THE CEM WIRING. I INSPECTED THE WIRING ASSOCIATED WITH THE ARD IGNITION TRANSFORMER AND THE ARD NOZZLE HEATER CIRCUIT. I FOUND NO DAMAGE TO ANY OF THE WIRES SO I CHECKED THE ARD NOZZLE HEATER CURRENT. THE CURRENT WAS 4.6A. THE SPECIFIED CURRENT IS 3.5-7.0A. NEXT, I PERFORMED AN ARD AIR SYSTEM SERVICE TEST. THE TEST WAS SUCCESSFUL. I DISCONNECTED THE ARD SPARK |
| 07/26/2016 | Service | 6221 | TROUBLESHOOT REGENERATION | CUSTOMER COMPLAINT: ACTIVE CODE PRESENT ASSOCIATED WITH TRACTOR ENGINE EMISSIONS SYSTEM. CAUSE OF FAILURE: RESTRICTION IN ARD FUEL NOZZLE. RESULTANT DAMAGE: ARD FAILURE TO IGNITE. REPAIR PROCESS COMMENTS: ON 7-7-16, I WENT TO THE MACHINE AND CONNECTED E.T. EVENT CODES E1239(2) "CONDITIONS NOT MET FOR ACTIVE REGENERATION", E1025(2) "AFTERTREATMENT FAILED TO IGNITE", E1239(2) "CONDITIONS NOT MET FOR ACTIVE REGENERATION", AND E1026(2) "AFTERTREATMENT LOSS OF COMBUSTION" WERE LOGGED AND THE E1025(2) WAS ACTIVE. I DOWNLOADED A PRODUCT STATUS REPORT THEN SHUT OFF THE MACHINE AND REMOVED THE CEM ENCLOSURE PANELS TO GAIN ACCESS TO THE CEM WIRING. I INSPECTED THE WIRING ASSOCIATED WITH THE ARD IGNITION TRANSFORMER AND THE ARD NOZZLE HEATER CIRCUIT. I FOUND NO DAMAGE TO ANY OF THE WIRES SO I CHECKED THE ARD NOZZLE HEATER CURRENT. THE CURRENT WAS 4.6A. THE SPECIFIED CURRENT IS 3.5-7.0A. NEXT, I PERFORMED AN ARD AIR SYSTEM SERVICE TEST. THE TEST WAS SUCCESSFUL. I DISCONNECTED THE ARD SPARK |
| 07/26/2016 | Service | 6221 | TRAVEL TO/FROM MACHINE | |
| 08/05/2016 | Service | 6184 | REPAIR THERMO KING | REPAIR PLE 641 AT CAT REQUEST PS44702 AFTER FAILURE ?? PS44702 AFTER FAILURE REQUESTAGE DRIVESHAFT◆◆◆◆◆ PERFORM PS44702 AFTER FAILURE PER REQUEST OF JD GREINER COMPLAINT- PL641 NOT REPORTING CAUSE- PL641 RADIO UNRESPONSIVE CORRECTION- TRAVEL TO MACHINE AND TROUBLESHOOT PRODUCT LINK DEVICE NOT FUNCTIONING. FOUND RADIO UNRESPONSIVE. PROGRAM NEW RADIO AND INSTALL AND UNIT NOW REPORTS CORRECTLY. |
| 08/05/2016 | Service | 6184 | REPAIR THERMO KING | REPAIR PLE 641 AT CAT REQUEST PS44702 AFTER FAILURE ?? PS44702 AFTER FAILURE REQUESTIO AND INSTALL ANDO◆ PERFORM PS44702 AFTER FAILURE PER REQUEST OF JD GREINER COMPLAINT- PL641 NOT REPORTING CAUSE- PL641 RADIO UNRESPONSIVE CORRECTION- TRAVEL TO MACHINE AND TROUBLESHOOT PRODUCT LINK DEVICE NOT FUNCTIONING. FOUND RADIO UNRESPONSIVE. PROGRAM NEW RADIO AND INSTALL AND UNIT NOW REPORTS CORRECTLY. |
| 08/15/2016 | Service | 6438 | INSPECT | |
| 08/15/2016 | Service | 6438 | TAKE&ANALYZE SOS SAMPLE | |
| 08/15/2016 | Service | 6438 | TRAVEL TO/FROM MACHINE | |
| 08/15/2016 | Service | 6438 | WELD WITH HARDWARE INFORMATION RECORD ONLY | REPAIR PROCESS COMMENTS: JOB LOCATION: BEN PAYNE RD FATE, TX SERVICE DATE: 8-9-16 TECHNICIAN: RYAN ADRIAN SEAT BELT INSTALL DATE: OCT-14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * YES **** ITEMS REQUIRING FURTHER ATTENTION **** * 1. SAMPLED COMPARTMENTS MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 08/15/2016 | Service | 6438 | | |

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| 08/15/2016 | Service | 6438 | INSPECT | |
| 09/09/2016 | Service | 6604 | INSPECT | |
| 09/09/2016 | Service | 6604 | PERFORM SERVICE ON 250 HR MNT SVR TIER 4 | |
| 09/09/2016 | Service | 6604 | TRAVEL TO/FROM MACHINE | |
| 09/09/2016 | Service | 6604 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION: FATE TX SERVICE DATE: 9/2/16 TECHNICIAN: LEE / JUAN SEAT BELT INSTALL DATE: OCT 14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * YES ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. FRONT OIL PAN LEAK 2. FRONT VALVE COVER LEAK MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 09/09/2016 | Service | 6604 | | |
| 09/09/2016 | Service | 6604 | INSPECT | |
| 10/07/2016 | Service | 6696 | TROUBLESHOOT FUEL INJECTION PUMP | CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD LOW FUEL RAIL PRESSURE. CAUSE OF FAILURE: THE FUEL PUMP HAS FAILED. RESULTANT DAMAGE: LOGGED EVENT. REPAIR PROCESS COMMENTS: (A315) 9/16/16. I STARTED THE JOB BY TRAVELING TO THE MACHINE. THE CUSTOMER INFORMED ME THAT THE MACHINE HAD CODES FOR LOW FUEL RAIL PRESSURE. I CONNECTED CAT ET. I THEN LOOKED OVER THE REAR ENGINE FOR ANY FUEL LEAKS OR RELATED ISSUES. NO ISSUES OR LEAKS WERE FOUND. I THEN PERFORMED THE FUEL SYSTEM TESTS. THE FUEL SYSTEM FUNCTIONAL TEST SHOW LOW PUMP FLOW (111F). I DOCUMENTED THIS. ALL TEST RESULTS ARE ATTACHED. I LOOKED UP PARTS AND ORDERED PARTS. PARTS ARE BACK ORDERED. I WILL RETURN WHEN PARTS COME IN. (A315) 9/20/16. I RETURNED TO THE JOB. I STARTED REPAIRS BY HAVING THE OPERATOR PARK THE MACHINE. I THEN PROCEEDED WITH THE REPAIRS. I TIMED THE FUEL PUMP FOR REMOVAL. I THEN REMOVED THE FUEL PUMP. I CLEANED THE MOUNTING SURFACES. I INSTALLED THE NEW FUEL PUMP. I INSTALLED THE NEW FUEL LINE. I REMOVED THE T |
| 10/07/2016 | Service | 6696 | REPAIR HYDRAULIC LEAK | CUSTOMER COMPLAINT: THE CUSTOMER STATES THE MACHINE HAS A HYDRAULIC OIL LEAK ON THE HITCH. CAUSE OF FAILURE: THE HOSES ARE LEAKING. RESULTANT DAMAGE: OIL LEAK FROM HITCH HOSES. REPAIR PROCESS COMMENTS: (A315) 9/26/16. I STARTED THE JOB BY TRAVELING TO THE IRVING STORE. AFTER ARRIVING AT THE STORE I LOOKED UP PARTS AND ORDERED PARTS FOR THE JOB. I WAITED FOR THE HOSES TO BE BUILT. AFTER THE HOSES WERE BUILT I PICKED UP THE PARTS AND THEN TRAVELED TO THE JOB. AFTER ARRIVING AT THE MACHINE I HAD THE OPERATOR PARK THE MACHINE. THE MAIN HYDRAULIC HOSES OVER THE HITCH WERE LEAKING OIL. THE HOSES WERE CRACKED AND LEAKING FROM REPETITIVE FLEXING. I RELEASED THE PRESSURE FROM THE HYDRAULIC OIL TANK. I THEN REMOVED THE LEAKING HOSES AND REPLACED THEM WITH THE NEW HOSES. I CHECKED THE OIL LEVEL IN THE HYDRAULIC OIL TANK. I ADDED AS NEEDED. I RAN THE MACHINE. I SHUT THE MACHINE DOWN AND RECHECKED THE OIL LEVEL AND FOR LEAKS. NO LEAKS WERE FOUND. I ADDED OIL AS NEEDED. I RELEASED THE MACHINE TO TH |

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| 10/07/2016 | Service | 6696 | TROUBLESHOOT FUEL INJECTION PUMP | CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD LOW FUEL RAIL PRESSURE. CAUSE OF FAILURE: THE FUEL PUMP HAS FAILED. RESULTANT DAMAGE: LOGGED EVENT. REPAIR PROCESS COMMENTS: (A315) 9/16/16. I STARTED THE JOB BY TRAVELING TO THE MACHINE. THE CUSTOMER INFORMED ME THAT THE MACHINE HAD CODES FOR LOW FUEL RAIL PRESSURE. I CONNECTED CAT ET. I THEN LOOKED OVER THE REAR ENGINE FOR ANY FUEL LEAKS OR RELATED ISSUES. NO ISSUES OR LEAKS WERE FOUND. I THEN PERFORMED THE FUEL SYSTEM TESTS. THE FUEL SYSTEM FUNCTIONAL TEST SHOW LOW PUMP FLOW (111F). I DOCUMENTED THIS. ALL TEST RESULTS ARE ATTACHED. I LOOKED UP PARTS AND ORDERED PARTS. PARTS ARE BACK ORDERED. I WILL RETURN WHEN PARTS COME IN. (A315) 9/20/16. I RETURNED TO THE JOB. I STARTED REPAIRS BY HAVING THE OPERATOR PARK THE MACHINE. I THEN PROCEEDED WITH THE REPAIRS. I TIMED THE FUEL PUMP FOR REMOVAL. I THEN REMOVED THE FUEL PUMP. I CLEANED THE MOUNTING SURFACES. I INSTALLED THE NEW FUEL PUMP. I INSTALLED THE NEW FUEL LINE. I REMOVED THE T |
| 10/07/2016 | Service | 6696 | REPAIR HYDRAULIC LEAK | CUSTOMER COMPLAINT: THE CUSTOMER STATES THE MACHINE HAS A HYDRAULIC OIL LEAK ON THE HITCH. CAUSE OF FAILURE: THE HOSES ARE LEAKING. RESULTANT DAMAGE: OIL LEAK FROM HITCH HOSES. REPAIR PROCESS COMMENTS: (A315) 9/26/16. I STARTED THE JOB BY TRAVELING TO THE IRVING STORE. AFTER ARRIVING AT THE STORE I LOOKED UP PARTS AND ORDERED PARTS FOR THE JOB. I WAITED FOR THE HOSES TO BE BUILT. AFTER THE HOSES WERE BUILT I PICKED UP THE PARTS AND THEN TRAVELED TO THE JOB. AFTER ARRIVING AT THE MACHINE I HAD THE OPERATOR PARK THE MACHINE. THE MAIN HYDRAULIC HOSES OVER THE HITCH WERE LEAKING OIL. THE HOSES WERE CRACKED AND LEAKING FROM REPETITIVE FLEXING. I RELEASED THE PRESSURE FROM THE HYDRAULIC OIL TANK. I THEN REMOVED THE LEAKING HOSES AND REPLACED THEM WITH THE NEW HOSES. I CHECKED THE OIL LEVEL IN THE HYDRAULIC OIL TANK. I ADDED AS NEEDED. I RAN THE MACHINE. I SHUT THE MACHINE DOWN AND RECHECKED THE OIL LEVEL AND FOR LEAKS. NO LEAKS WERE FOUND. I ADDED OIL AS NEEDED. I RELEASED THE MACHINE TO TH |
| 10/07/2016 | Service | 6696 | TRAVEL TO/FROM MACHINE | |
| 11/08/2016 | Service | 7000 | INSPECT | |
| 11/08/2016 | Service | 7000 | PERFORM SERVICE ON 500 HR MNT SVR TIER 4 | |
| 11/08/2016 | Service | 7000 | TRAVEL TO/FROM MACHINE | |
| 11/08/2016 | Service | 7000 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:OWNSBY PKWY PROSPER SERVICE DATE:11-2-2016 TECHNICIAN:A475/980 SEAT BELT INSTALL DATE:OCT14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1.ALL PLUGS AND FILTERS TIGHT NO LEAKS FOUND AFTER SERVICE 2.REAR BRAKE RESEVIOR IS LEAKING 3.TRANSMISSION MAGNETIC SCREEN WAS CLEAN NO LARGE METALLIC PARTICLES 4.COOLANT LEAK FROM THE TOP OF THE FRONT ENGINE 5.TIRES ARE WORN 6.COULD NOT TAKE LEFT REAR FINAL SAMPLE DUE TO BRAKE REPAIR BEING DONE IN LEFT REAR MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 11/08/2016 | Service | 7000 | | |
| 11/08/2016 | Service | 7000 | INSPECT | |

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| 12/07/2016 | Service | 6787 | REPAIR FNL DR PLT CR HUB & RG GR | CUSTOMER COMPLAINT: SCRAPER BRAKE COOLING OIL EXPANSION TANK OVERFLOWING. CAUSE OF FAILURE: FAILURE OF LEFT REAR BRAKE PISTON SEALS. RESULTANT DAMAGE: LOSS OF HYDRAULIC OIL BYPASSING INTO SCRAPER BRAKE COOLING OIL SYSTEM. REPAIR PROCESS COMMENTS: ON 9-29-16, I WENT TO THE MACHINE AND UNFASTENED THE BRAKE COOLING HOSE TO THE RESERVOIR AND CAPPED IT. OIL DRIPPED OUT FROM THE TEE TO WHICH THE COOLING LINES TO THE SCRAPER BRAKE HOUSINGS WERE ATTACHED SO I UNFASTENED THE HOSE CONNECTING THE TEE TO THE LEFT BRAKE HOUSING AND CAPPED THE TEE OPENING. AFTER A FEW MINUTES, OIL BEGAN DRIPPING OUT OF THE HOSE FROM THE LEFT BRAKE HOUSING BUT NOT FROM THE RIGHT BRAKE HOUSING. THIS CONFIRMED THAT THE BRAKE PISTON SEALS IN THE LEFT SCRAPER SERVICE BRAKE WERE LEAKING. I INFORMED THE CUSTOMER WHO ELECTED TO CONTINUE OPERATING THE MACHINE AND MONITOR THE HYDRAULIC OIL LEVEL UNTIL THE REPAIR COULD BE SCHEDULED. HOWARD SCHRAM #4278. SERIAL NO. WTC00103. SERVICE METER READNG: 6787. MACHINE LOCATION: CR |
| 12/07/2016 | Service | 6787 | TRAVEL TO/FROM MACHINE | |
| 12/07/2016 | Service | 6787 | REPAIR FNL DR PLT CR HUB & RG GR | CUSTOMER COMPLAINT: SCRAPER BRAKE COOLING OIL EXPANSION TANK OVERFLOWING. CAUSE OF FAILURE: FAILURE OF LEFT REAR BRAKE PISTON SEALS. RESULTANT DAMAGE: LOSS OF HYDRAULIC OIL BYPASSING INTO SCRAPER BRAKE COOLING OIL SYSTEM. REPAIR PROCESS COMMENTS: ON 9-29-16, I WENT TO THE MACHINE AND UNFASTENED THE BRAKE COOLING HOSE TO THE RESERVOIR AND CAPPED IT. OIL DRIPPED OUT FROM THE TEE TO WHICH THE COOLING LINES TO THE SCRAPER BRAKE HOUSINGS WERE ATTACHED SO I UNFASTENED THE HOSE CONNECTING THE TEE TO THE LEFT BRAKE HOUSING AND CAPPED THE TEE OPENING. AFTER A FEW MINUTES, OIL BEGAN DRIPPING OUT OF THE HOSE FROM THE LEFT BRAKE HOUSING BUT NOT FROM THE RIGHT BRAKE HOUSING. THIS CONFIRMED THAT THE BRAKE PISTON SEALS IN THE LEFT SCRAPER SERVICE BRAKE WERE LEAKING. I INFORMED THE CUSTOMER WHO ELECTED TO CONTINUE OPERATING THE MACHINE AND MONITOR THE HYDRAULIC OIL LEVEL UNTIL THE REPAIR COULD BE SCHEDULED. HOWARD SCHRAM #4278. SERIAL NO. WTC00103. SERVICE METER READNG: 6787. MACHINE LOCATION: CR |
| 12/07/2016 | Service | 6787 | TRAVEL TO/FROM MACHINE | |
| 12/27/2016 | Service | 7229 | REPAIR HYDRAULIC LEAK | CUSTOMER COMPLAINT: HYDRAULIC OIL LEAK FROM CUSHION-HITCH AREA. CAUSE OF FAILURE: FAILURE OF 4413488 HOSE ASSEMBLY. RESULTANT DAMAGE: HYDRAULIC OIL LEAK. REPAIR PROCESS COMMENTS: ON 12-16-16, I WENT TO THE MACHINE AND INSPECTED THE CUSHION-HITCH AREA. I FOUND HYDRAULIC OIL LEAKING FROM THE 4413488 HOSE ASSEMBLY. I ORDERED A NEW HOSE ASSEMBLY, INSTALLED IT AND RETURNED THE MACHINE TO OPERATION LOSS OF OIL WAS MINIMAL AND NO OIL HAD TO BE ADDED TO THE SYSTEM. I TOOK THE FAILED 44413488 HOSE ASSEMBLY TO THE I TOOK THE FAILED 44413488 HOSE ASSEMBLY TO THE HOLT/LITTLE ELM STORE AND DELIVERED IT TO PARTS REPRESENTATIVE COREY BOUNDS FOR THE WARRANTY CLAIM. HOWARD SCHRAM #4278. SERVICE METER READING: 7229. MACHINE LOCATION: CELINA, TX. |
| 12/27/2016 | Service | 7229 | REPAIR HYDRAULIC LEAK | CUSTOMER COMPLAINT: HYDRAULIC OIL LEAK FROM CUSHION-HITCH AREA. CAUSE OF FAILURE: FAILURE OF 4413488 HOSE ASSEMBLY. RESULTANT DAMAGE: HYDRAULIC OIL LEAK. REPAIR PROCESS COMMENTS: ON 12-16-16, I WENT TO THE MACHINE AND INSPECTED THE CUSHION-HITCH AREA. I FOUND HYDRAULIC OIL LEAKING FROM THE 4413488 HOSE ASSEMBLY. I ORDERED A NEW HOSE ASSEMBLY, INSTALLED IT AND RETURNED THE MACHINE TO OPERATION LOSS OF OIL WAS MINIMAL AND NO OIL HAD TO BE ADDED TO THE SYSTEM. I TOOK THE FAILED 44413488 HOSE ASSEMBLY TO THE I TOOK THE FAILED 44413488 HOSE ASSEMBLY TO THE HOLT/LITTLE ELM STORE AND DELIVERED IT TO PARTS REPRESENTATIVE COREY BOUNDS FOR THE WARRANTY CLAIM. HOWARD SCHRAM #4278. SERVICE METER READING: 7229. MACHINE LOCATION: CELINA, TX. |
| 12/27/2016 | Service | 7229 | TRAVEL TO/FROM MACHINE | |

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| 12/30/2016 | Service | 7224 | INSTALL FENDER | CUSTOMER COMPLAINT: INSTALL SCRAPER BARS ONTO FENDERS CAUSE OF FAILURE: NA RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: (12/15/16) SECURED AND LOCKED OUT MACHINE. REMOVED REAR FENDER BRACE FROM MACHINE, MEASURED PER INSTRUCTION SHEET AND DRILLED MOUNTING HOLES INTO BRACE. NEXT, I INSTALLED SUPPLIED SPACERS AND MOUNTED SCRAPER ONTO FENDER BRACE. TORQUED BOLTS TO 45FTLBS CAT SPECS IS 41(+,-)7FTLBS. REINSTALLED REAR FENDER BRACE ONTO MACHINE AND CHECKED FOR ADEQUATE CLEARANCE AND ALL WAS OK. I PERFORMED THIS PROCEDURE FOR THE LEFT AND RIGHT FENDERS ON MACHINE. ALL OK AT THIS TIME. RETURNED MACHINE TO SERVICE. TECH: A625/TIMOTHY WILLIAMS SMU: 7224HRS NOTE: I DID NOT UPDATE MACHINE SOFTWARE DUE TO CUSTOMER NEEDING TO USE MACHINE. REPAIR PROCESS COMMENTS: INSTALLED TWO NEW SCRAPER BARS ONTO MACHINE TO REMOVE MUD FROM THE UPPER PART OF THE TIRE. |
| 12/30/2016 | Service | 7224 | TRAVEL TO/FROM MACHINE | |
| 12/30/2016 | Service | 7224 | TRAVEL TO/FROM MACHINE | REPAIR PROCESS COMMENTS: HELPING TECH AT LITTLE ELM SHOP WITH AN ELECTRICAL ISSUE ON A 259D. PICKING UP ECM FOR MACHINE. RETURNING WARRANTY PARTS AND SIB'S. |
| 12/30/2016 | Service | 7224 | INSTALL FENDER | CUSTOMER COMPLAINT: INSTALL SCRAPER BARS ONTO FENDERS CAUSE OF FAILURE: NA RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: (12/15/16) SECURED AND LOCKED OUT MACHINE. REMOVED REAR FENDER BRACE FROM MACHINE, MEASURED PER INSTRUCTION SHEET AND DRILLED MOUNTING HOLES INTO BRACE. NEXT, I INSTALLED SUPPLIED SPACERS AND MOUNTED SCRAPER ONTO FENDER BRACE. TORQUED BOLTS TO 45FTLBS CAT SPECS IS 41(+,-)7FTLBS. REINSTALLED REAR FENDER BRACE ONTO MACHINE AND CHECKED FOR ADEQUATE CLEARANCE AND ALL WAS OK. I PERFORMED THIS PROCEDURE FOR THE LEFT AND RIGHT FENDERS ON MACHINE. ALL OK AT THIS TIME. RETURNED MACHINE TO SERVICE. TECH: A625/TIMOTHY WILLIAMS SMU: 7224HRS NOTE: I DID NOT UPDATE MACHINE SOFTWARE DUE TO CUSTOMER NEEDING TO USE MACHINE. REPAIR PROCESS COMMENTS: INSTALLED TWO NEW SCRAPER BARS ONTO MACHINE TO REMOVE MUD FROM THE UPPER PART OF THE TIRE. |
| 12/30/2016 | Service | 7224 | TRAVEL TO/FROM MACHINE | |
| 12/30/2016 | Service | 7224 | TRAVEL TO/FROM MACHINE | REPAIR PROCESS COMMENTS: HELPING TECH AT LITTLE ELM SHOP WITH AN ELECTRICAL ISSUE ON A 259D. PICKING UP ECM FOR MACHINE. RETURNING WARRANTY PARTS AND SIB'S. |
| 01/23/2017 | Service | 7355 | INSPECT | |
| 01/23/2017 | Service | 7355 | PERFORM SERVICE ON 250 HR MNT SVR TIER 4 | |
| 01/23/2017 | Service | 7355 | TRAVEL TO/FROM MACHINE | |
| 01/23/2017 | Service | 7355 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION: 2642 AND I-30 ROYCE CITY SERVICE DATE: 1/20/17 TECHNICIAN: JUAN ORTIZ SEAT BELT INSTALL DATE: OCT 14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1.FRONT ENGINE LEAK IN VALVE COVER 2.ADD 2 GAL OF HYD FLUID DID NOT SEE A LEAK 3.REAR RIGHT STEPS ARE DAMAGE 4.MULTIPLE ECM CODES MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 01/23/2017 | Service | 7355 | | |
| 01/23/2017 | Service | 7355 | INSPECT | |
| 01/25/2017 | Service | 7352 | REPAIR SERPENTINE BELT | CUSTOMER COMPLAINT: INSTALL CATERPILLAR TEST BELT ON MACHINE. (519-7379). CAUSE OF FAILURE: NO FAILURE. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 1/16/17. I STARTED THE JOB BY TRAVELING TO THE MACHINE. I THEN REMOVED THE ENGINE HOOD. I REMOVED THE BELT. I CHECKED THE IDLER PULLEYS AND TENSIONER. ALL WAS GOOD. I THEN INSTALLED THE NEW TEST BELT FROM CATERPILLAR. I STARTED THE MACHINE AND CHECKED FOR PROPER OPERATION. ALL WAS GOOD. I SHUT THE MACHINE DOWN AND INSTALLED THE ENGINE HOOD. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. I RELEASED THE MACHINE TO THE CUSTOMER. (A315) PAUL MCEVOY. |
| 01/25/2017 | Service | 7352 | TRAVEL TO/FROM MACHINE | |

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| 01/25/2017 | Service | 7352 | REPAIR SERPENTINE BELT | CUSTOMER COMPLAINT: INSTALL CATERPILLAR TEST BELT ON MACHINE. (519-7379). CAUSE OF FAILURE: NO FAILURE. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 1/16/17. I STARTED THE JOB BY TRAVELING TO THE MACHINE. I THEN REMOVED THE ENGINE HOOD. I REMOVED THE BELT. I CHECKED THE IDLER PULLEYS AND TENSIONER. ALL WAS GOOD. I THEN INSTALLED THE NEW TEST BELT FROM CATERPILLAR. I STARTED THE MACHINE AND CHECKED FOR PROPER OPERATION. ALL WAS GOOD. I SHUT THE MACHINE DOWN AND INSTALLED THE ENGINE HOOD. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. I RELEASED THE MACHINE TO THE CUSTOMER. (A315) PAUL MCEVOY. |
| 01/25/2017 | Service | 7352 | TRAVEL TO/FROM MACHINE | |
| 02/14/2017 | Service | 7352 | REPAIR ENGINE | CUSTOMER COMPLAINT: THE MACHINE HAD NOT POWER TRAIN OR HYDRAULIC FUNCTIONS. CAUSE OF FAILURE: COUPLER BETWEEN ENGINE AND DRIVE SHAFT FAILED. RESULTANT DAMAGE: THE MACHINE HAD NO FUNCTIONS. REPAIR PROCESS COMMENTS: (A315) 1/12/17. I STARTED THE JOB BY TRAVELING TO THE MACHINE. I LOCATED THE MACHINE ON THE JOB SITE. I LOOKED THE MACHINE OVER. ALL LOOKED GOOD ON THE OUTSIDE. I STARTED THE MACHINE. THE MACHINE DID NOT HAVE ANY HYDRAULIC FUNCTIONS OR TRANSMISSION FUNCTION. I SHUT THE MACHINE DOWN. I REMOVED THE BRAKE COOLING PUMP OFF THE REAR OF THE TRANSMISSION. I THEN REMOVED THE DRIVE SHAFT. THE DRIVE SHAFT WAS A BIT DIFFICULT TO REMOVE. AFTER REMOVING THE DRIVE SHAFT I INSPECTED THE END OF THE SHAFT THAT ENGAGES THE ENGINE. THE SHAFT SPLINES WERE GOOD. THERE WAS SOME METAL DEBRIS ON THE SPLINES. THE COUPLER ON THE REAR OF THE TRANSMISSION HAD FAILED. THE MACHINE WAS IN A LOCATION THAT IT HAD TO BE REMOVED FROM. I HAD A ELECTRIC HYDRAULIC PUMP WITH ME. I CONNECTED THE PUMP TO THE MACHIN |
| 02/14/2017 | Service | 7352 | REPAIR HYDRAULIC LEAK | CUSTOMER COMPLAINT: HYDRAULIC OIL LEAK. CAUSE OF FAILURE: THE HOSE HAD RUBBED THRU ON ANOTHER HOSE. RESULTANT DAMAGE: OIL LEAK FROM THE HOSE. REPAIR PROCESS COMMENTS: (A315) 1/18/17. AS I HAD MADE REPAIRS TO THE ENGINE COUPLER I FOUND A STEERING HOSE WAS LEAKING. I LOOKED UP PARTS. I ORDERED THE PARTS. I DROVE TO THE LITTLE ELM STORE AND PICKED UP THE PARTS. NEXT I DROVE BACK TO THE MACHINE. I REMOVED THE FAILED HOSE. I REPLACED IT WITH THE NEW HOSE. THIS HOSE WAS DIFFICULT TO REPLACE. IT IS CONNECTED TO THE BOTTOM OF THE CUSHION HITCH. THIS AREA IS DIFFICULT TO ACCESS. AFTER THE HOSE WAS REPLACED I STARTED THE MACHINE AND CHECKED FOR ANY LEAKS. NO LEAKS WERE FOUND. I CHECKED THE HYDRAULIC OIL LEVEL. THE LEVEL WAS GOOD. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. I RELEASED THE MACHINE TO THE CUSTOMER. |
| 02/14/2017 | Service | 7352 | REPAIR HYDRAULIC ACCUMULATOR | CUSTOMER COMPLAINT: REPLACE LOW PRESSURE CUSHION HITCH ACCUMULATOR. CAUSE OF FAILURE: THE INTERNAL SEALS HAVE FAILED. RESULTANT DAMAGE: LOSS OF NITROGEN CHARGE. CUSHION HITCH NOT WORKING CORRECTLY. REPAIR PROCESS COMMENTS: (A315) 1/24/17. THE OPERATOR COMPLAINED THAT THE CUSHION HITCH WAS NOT WORKING. I STARTED THE JOB BY HAVING THE OPERATOR PARK THE MACHINE AND SHUT IT DOWN. NEXT I CHECKED THE ACCUMULATORS. THE LOW PRESSURE ACCUMULATOR WAS AT 0 PSI. THE HIGH PRESSURE ACCUMULATOR WAS CORRECT. I CHARGED THE LOW PRESSURE ACCUMULATOR. IT SLOWLY LOST IT'S CHARGE PRESSURE. I LOOKED UP PARTS. THE PARTS WERE BACK ORDERED TO MORTON. I ORDERED THE NEEDED PARTS. I RETURNED THE MACHINE TO SERVICE. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. I WILL RETURN WHEN THE NEW PART COMES IN. (A315) 2/2/17. I RETURNED TO THE MACHINE. I HAD THE OPERATOR PARK THE MACHINE AND SHUT IT DOWN. NEXT I REMOVED THE LOW PRESSURE ACCUMULATOR. I THEN REMOVED THE FITTING FROM THE BOTTOM OF THE ACCUMULATOR. I INSTALLED T |

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| 02/14/2017 | Service | 7352 | REPAIR ENGINE | CUSTOMER COMPLAINT: THE MACHINE HAD NOT POWER TRAIN OR HYDRAULIC FUNCTIONS. CAUSE OF FAILURE: COUPLER BETWEEN ENGINE AND DRIVE SHAFT FAILED. RESULTANT DAMAGE: THE MACHINE HAD NO FUNCTIONS. REPAIR PROCESS COMMENTS: (A315) 1/12/17. I STARTED THE JOB BY TRAVELING TO THE MACHINE. I LOCATED THE MACHINE ON THE JOB SITE. I LOOKED THE MACHINE OVER. ALL LOOKED GOOD ON THE OUTSIDE. I STARTED THE MACHINE. THE MACHINE DID NOT HAVE ANY HYDRAULIC FUNCTIONS OR TRANSMISSION FUNCTION. I SHUT THE MACHINE DOWN. I REMOVED THE BRAKE COOLING PUMP OFF THE REAR OF THE TRANSMISSION. I THEN REMOVED THE DRIVE SHAFT. THE DRIVE SHAFT WAS A BIT DIFFICULT TO REMOVE. AFTER REMOVING THE DRIVE SHAFT I INSPECTED THE END OF THE SHAFT THAT ENGAGES THE ENGINE. THE SHAFT SPLINES WERE GOOD. THERE WAS SOME METAL DEBRIS ON THE SPLINES. THE COUPLER ON THE REAR OF THE TRANSMISSION HAD FAILED. THE MACHINE WAS IN A LOCATION THAT IT HAD TO BE REMOVED FROM. I HAD A ELECTRIC HYDRAULIC PUMP WITH ME. I CONNECTED THE PUMP TO THE MACHIN |
| 02/14/2017 | Service | 7352 | REPAIR HYDRAULIC LEAK | CUSTOMER COMPLAINT: HYDRAULIC OIL LEAK. CAUSE OF FAILURE: THE HOSE HAD RUBBED THRU ON ANOTHER HOSE. RESULTANT DAMAGE: OIL LEAK FROM THE HOSE. REPAIR PROCESS COMMENTS: (A315) 1/18/17. AS I HAD MADE REPAIRS TO THE ENGINE COUPLER I FOUND A STEERING HOSE WAS LEAKING. I LOOKED UP PARTS. I ORDERED THE PARTS. I DROVE TO THE LITTLE ELM STORE AND PICKED UP THE PARTS. NEXT I DROVE BACK TO THE MACHINE. I REMOVED THE FAILED HOSE. I REPLACED IT WITH THE NEW HOSE. THIS HOSE WAS DIFFICULT TO REPLACE. IT IS CONNECTED TO THE BOTTOM OF THE CUSHION HITCH. THIS AREA IS DIFFICULT TO ACCESS. AFTER THE HOSE WAS REPLACED I STARTED THE MACHINE AND CHECKED FOR ANY LEAKS. NO LEAKS WERE FOUND. I CHECKED THE HYDRAULIC OIL LEVEL. THE LEVEL WAS GOOD. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. I RELEASED THE MACHINE TO THE CUSTOMER. |
| 02/14/2017 | Service | 7352 | REPAIR HYDRAULIC ACCUMULATOR | CUSTOMER COMPLAINT: REPLACE LOW PRESSURE CUSHION HITCH ACCUMULATOR. CAUSE OF FAILURE: THE INTERNAL SEALS HAVE FAILED. RESULTANT DAMAGE: LOSS OF NITROGEN CHARGE. CUSHION HITCH NOT WORKING CORRECTLY. REPAIR PROCESS COMMENTS: (A315) 1/24/17. THE OPERATOR COMPLAINED THAT THE CUSHION HITCH WAS NOT WORKING. I STARTED THE JOB BY HAVING THE OPERATOR PARK THE MACHINE AND SHUT IT DOWN. NEXT I CHECKED THE ACCUMULATORS. THE LOW PRESSURE ACCUMULATOR WAS AT 0 PSI. THE HIGH PRESSURE ACCUMULATOR WAS CORRECT. I CHARGED THE LOW PRESSURE ACCUMULATOR. IT SLOWLY LOST IT'S CHARGE PRESSURE. I LOOKED UP PARTS. THE PARTS WERE BACK ORDERED TO MORTON. I ORDERED THE NEEDED PARTS. I RETURNED THE MACHINE TO SERVICE. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. I WILL RETURN WHEN THE NEW PART COMES IN. (A315) 2/2/17. I RETURNED TO THE MACHINE. I HAD THE OPERATOR PARK THE MACHINE AND SHUT IT DOWN. NEXT I REMOVED THE LOW PRESSURE ACCUMULATOR. I THEN REMOVED THE FITTING FROM THE BOTTOM OF THE ACCUMULATOR. I INSTALLED T |
| 02/14/2017 | Service | 7352 | TRAVEL TO/FROM MACHINE | |
| 03/10/2017 | Service | 7645 | INSPECT | |
| 03/10/2017 | Service | 7645 | PERFORM SERVICE ON 1000 HR MNT SVR TIER 4 | |
| 03/10/2017 | Service | 7645 | TRAVEL TO/FROM MACHINE | |
| 03/10/2017 | Service | 7645 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:380 & CR160 MCKINNEY SERVICE DATE:3-9-17 TECHNICIAN:A980 SEAT BELT INSTALL DATE:OCT14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** ALL PLUGS AND FILTERS TIGHT NO LEAKS FOUND AFTER SERVICE 1.TIRES ARE WORN AND CRACKING ON THE SIDE WALLS 2.PLATE ON THE SIDE OF THE HYDRAULIC TANK IS LEAKING 3.TRANS HAS A KNOCKING NOISE 4.FUEL RESTRICTION MESSAGE WHEN FIRST STARTING MACHINE- MESSAGE IS NOW GONE AFTER SERVICE MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 03/10/2017 | Service | 7645 | | |

| 03/10/2017 | Service | 7645 | INSPECT | |
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| | | | | *****SERVICE REPORT***** *****AS INSTRUCTED:LINEBORE STEERING CYLINDER MOUNT.RIGHT SIDE STEERING MOUNT ON THE GOOSE NECK BARREL END,IS ELONGATED,NEEDS MACHING,SET UP BORING EQUIPMENT,WELDED BORE,MACHINED BORE TO CAT SPECS,REMOVED BORING EQUIPMENT,GROUND WELDS, INSTALLED NEW BEARING.PAINTED WELD AREAS,***** *****TECH#3576***** CUSTOMER COMPLAINT: HYDRAULIC OIL LEAK. CAUSE OF FAILURE: THE TOP EAR OF THE RIGHT 4167450 CYLINDER BROKE OFF FROM THE CYLINDER. RESULTANT DAMAGE: WHEN THE TOP EAR BROKE OFF, THE BOTTOM EAR FELL ON THE 3G4434 RETAINER PIN WHICH CAUSED THE WEIGHT OF THE CYLINDER TO BE SUPPORTED BY THE FLANGE OF THE 3G6098 PIN ASSEMBLY. CONTINUED OPERATION OF THE MACHINE IN THIS CONDITION CAUSED THE FLANGE OF THE PIN ASSEMBLY TO SEPARATE FROM THE PIN WHICH ALLOWED THE PIN TO FALL THROUGH ITS BORE AND WEAR THROUGH THE |
| 04/04/2017 | Service | 7752 | REPAIR STEERING CYLINDER | *****SERVICE REPORT***** *****AS INSTRUCTED:LINEBORE STEERING CYLINDER MOUNT.RIGHT SIDE STEERING MOUNT ON THE GOOSE NECK BARREL END,IS ELONGATED,NEEDS MACHING,SET UP BORING EQUIPMENT,WELDED BORE,MACHINED BORE TO CAT SPECS,REMOVED BORING EQUIPMENT,GROUND WELDS, INSTALLED NEW BEARING.PAINTED WELD AREAS,***** *****TECH#3576***** CUSTOMER COMPLAINT: HYDRAULIC OIL LEAK. CAUSE OF FAILURE: THE TOP EAR OF THE RIGHT 4167450 CYLINDER BROKE OFF FROM THE CYLINDER. RESULTANT DAMAGE: WHEN THE TOP EAR BROKE OFF, THE BOTTOM EAR FELL ON THE 3G4434 RETAINER PIN WHICH CAUSED THE WEIGHT OF THE CYLINDER TO BE SUPPORTED BY THE FLANGE OF THE 3G6098 PIN ASSEMBLY. CONTINUED OPERATION OF THE MACHINE IN THIS CONDITION CAUSED THE FLANGE OF THE PIN ASSEMBLY TO SEPARATE FROM THE PIN WHICH ALLOWED THE PIN TO FALL THROUGH ITS BORE AND WEAR THROUGH THE |
| 04/04/2017 | Service | 7752 | REPAIR STEERING CYLINDER | *****SERVICE REPORT***** *****AS INSTRUCTED:LINEBORE STEERING CYLINDER MOUNT.RIGHT SIDE STEERING MOUNT ON THE GOOSE NECK BARREL END,IS ELONGATED,NEEDS MACHING,SET UP BORING EQUIPMENT,WELDED BORE,MACHINED BORE TO CAT SPECS,REMOVED BORING EQUIPMENT,GROUND WELDS, INSTALLED NEW BEARING.PAINTED WELD AREAS,***** *****TECH#3576***** CUSTOMER COMPLAINT: HYDRAULIC OIL LEAK. CAUSE OF FAILURE: THE TOP EAR OF THE RIGHT 4167450 CYLINDER BROKE OFF FROM THE CYLINDER. RESULTANT DAMAGE: WHEN THE TOP EAR BROKE OFF, THE BOTTOM EAR FELL ON THE 3G4434 RETAINER PIN WHICH CAUSED THE WEIGHT OF THE CYLINDER TO BE SUPPORTED BY THE FLANGE OF THE 3G6098 PIN ASSEMBLY. CONTINUED OPERATION OF THE MACHINE IN THIS CONDITION CAUSED THE FLANGE OF THE PIN ASSEMBLY TO SEPARATE FROM THE PIN WHICH ALLOWED THE PIN TO FALL THROUGH ITS BORE AND WEAR THROUGH THE |
| 04/04/2017 | Service | 7752 | TRAVEL TO/FROM MACHINE | |
| 04/29/2017 | Service | 7878 | PERFORM SERVICE ON 250 HR MNT SVR TIER 4 | |
| 04/29/2017 | Service | 7878 | TRAVEL TO/FROM MACHINE | |
| 04/29/2017 | Service | 7878 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:WILD VALLEY ,LITTLE ELM SERVICE DATE:4/27/17 TECHNICIAN:JUAN ORTIZ/GRANT WATKINS SEAT BELT INSTALL DATE:OCT14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1.FRONT ENGINE VALVE COVER LEAK 2.FRONT ENGINE OIL PAN LEAK 3.REAR ENGINE OIL PAN LEAK FRONT 4.REAR TRANS OIL LOW ADD 1 GAL OF 30W 5. WORN TIRES MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 04/29/2017 | Service | 7878 | | |

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| 05/25/2017 | Service | 7939 | TROUBLESHOOT HYDRAULIC FAN MOTOR | CUSTOMER COMPLAINT: HIGH TRACTOR ENGINE COOLANT TEMPERATURE. CAUSE OF FAILURE: THE 3380511 SOLENOID VALVE WAS STUCK IN FULL BYPASS MODE. RESULTANT DAMAGE: INSUFFICIENT OIL FLOW TO HYDRAULIC FAN. REPAIR PROCESS COMMENTS: ON 5-11-17, I WENT TO THE MACHINE AND CONNECTED E.T. I STARTED THE ENGINE AND MONITORED THE FAN SPEED. THE FAN SPEED REMAINED CONSTANT AT 430 RPM WHILE THE DESIRED FAN SPEED WAS 650 RPM. THE CURRENT THROUGH THE COIL OF THE 3380511 FAN BYPASS SOLENOID WAS 0.1A. THIS INDICATED THAT THE SYSTEM WAS TRYING TO SPEED UP THE FAN BUT THE BYPASS SOLENOID VALVE WAS NOT RESPONDING. I UNFASTENED AND LOWERED THE BOTTOM GUARD TO ACCESS THE SOLENOID VALVE. I REMOVED THE COIL FROM THE CARTRIDGE THEN MONITORED THE FAN SPEED. THE FAN SPEED WAS STILL 430 RPM SO I SHUT OFF THE ENGINE AND REMOVED THE CARTRIDGE. I REINSTALLED THE COIL AND CONNECTED A 12VDC SOURCE TO THE COIL. THE VALVE DID NOT ACTUATE SO I CHECKED THE LOCATION OF A NEW SOLENOID VALVE AND IT WAS IN MORTON SO I REMOVED |
| 05/25/2017 | Service | 7939 | TROUBLESHOOT HYDRAULIC FAN MOTOR | CUSTOMER COMPLAINT: HIGH TRACTOR ENGINE COOLANT TEMPERATURE. CAUSE OF FAILURE: THE 3380511 SOLENOID VALVE WAS STUCK IN FULL BYPASS MODE. RESULTANT DAMAGE: INSUFFICIENT OIL FLOW TO HYDRAULIC FAN. REPAIR PROCESS COMMENTS: ON 5-11-17, I WENT TO THE MACHINE AND CONNECTED E.T. I STARTED THE ENGINE AND MONITORED THE FAN SPEED. THE FAN SPEED REMAINED CONSTANT AT 430 RPM WHILE THE DESIRED FAN SPEED WAS 650 RPM. THE CURRENT THROUGH THE COIL OF THE 3380511 FAN BYPASS SOLENOID WAS 0.1A. THIS INDICATED THAT THE SYSTEM WAS TRYING TO SPEED UP THE FAN BUT THE BYPASS SOLENOID VALVE WAS NOT RESPONDING. I UNFASTENED AND LOWERED THE BOTTOM GUARD TO ACCESS THE SOLENOID VALVE. I REMOVED THE COIL FROM THE CARTRIDGE THEN MONITORED THE FAN SPEED. THE FAN SPEED WAS STILL 430 RPM SO I SHUT OFF THE ENGINE AND REMOVED THE CARTRIDGE. I REINSTALLED THE COIL AND CONNECTED A 12VDC SOURCE TO THE COIL. THE VALVE DID NOT ACTUATE SO I CHECKED THE LOCATION OF A NEW SOLENOID VALVE AND IT WAS IN MORTON SO I REMOVED |
| 05/25/2017 | Service | 7939 | TRAVEL TO/FROM | PRINCETON, TX. |
| 06/09/2017 | Service | 8134 | PERFORM SERVICE ON STARTER | |
| 06/09/2017 | Service | 8134 | TRAVEL TO/FROM MACHINE | |
| 06/09/2017 | Service | 8134 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:1701 PARK TRAILS PKWY PRINCETON TX SERVICE DATE:6-8-17 TECHNICIAN:A980 SEAT BELT INSTALL DATE:OCT14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1.TIRES ARE WORN 2.REAR TRANS FILTER IS LEAKING 3.REAR ENGINE OIL PAN IS LEAKING IN THE FRONT 4.FRONT ENGINE OIL FILL TUBE IS LEAKING MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 06/09/2017 | Service | 8134 | | |
| 07/07/2017 | Service | 8280 | | |
| 07/26/2017 | Service | 8388 | PERFORM SERVICE ON TRAILER | |
| 07/26/2017 | Service | 8388 | TRAVEL TO/FROM MACHINE | |
| 07/26/2017 | Service | 8388 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:720 AND LLOYD RD SERVICE DATE:7/25/17 TECHNICIAN:JUAN ORTIZ SEAT BELT INSTALL DATE:OCT14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1.FRONT WINDSHIELD CRACK 2.REAR ENGINE OIL PAN SMALL LEAK FRONT 3.MULTIPLE ECM CODE'S MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 07/26/2017 | Service | 8388 | | |

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| 07/31/2017 | Service | 8324 | REPAIR FOR WARRANTY: SOFTWARE | CUSTOMER COMPLAINT: FROM: SCOTT MARVIN SENT: FRIDAY, JUNE 30, 2017 7:20 AM TO: BRUCE MORGAN SUBJECT: SCRAPER TEST PARTS BRUCE, THE TWO SCRAPERS THAT NEED THE SOFTWARE UPDATES ARE; WTC00103 AND WTC00220. BOTH FOR FCS. REPAIR PROCESS COMMENTS: ON WTC00103, THE FOLLOWING SOFTWARE NEEDS UPDATED: TRANSMISSION/CHASSIS - NEEDS 514-0246 INSTALLED TRANSMISSION/CHASSIS - NEEDS 514-0246 INSTALLED (IN SISWEB) IMPLEMENT - NEEDS 519-5558 INSTALLED (IN IMPLEMENT - NEEDS 519-5558 INSTALLED (IN SISWEB) SCRAPER TRANSMISSION - NEEDS 509-7298 INSTALLED SCRAPER TRANSMISSION - NEEDS 509-7298 INSTALLED (LATEST FILE IS IN SISWEB) C9 ENGINE - NEEDS 516-9581 INSTALLED (IN C9 ENGINE - NEEDS 516-9581 INSTALLED (IN SISWEB) C9 AFTERTREATMENT - NEEDS 529-6649 INSTALLED (IN SISWEB) I UPDATED SOFTWARE MACHINE HOURS=8324 SERVICE TECH. 4012 D.HOLLIGER |
| 07/31/2017 | Service | 8324 | REPAIR FOR WARRANTY: ENGINE | CUSTOMER COMPLAINT: FROM: SCOTT MARVIN SENT: FRIDAY, JUNE 30, 2017 7:20 AM TO: BRUCE MORGAN SUBJECT: SCRAPER TEST PARTS THE C13 ENGINE NEEDS A NEW EMISSION STICKER THE EMISSIONS LABELS AND MOUNT PARTS ARE HERE IN MY OFFICE. REPAIR PROCESS COMMENTS: I INSTALLED THE NEW EMISSION STICKER MACHINE HOURS=8324 SERVICE TECH. 4012 D.HOLLIGER |
| 07/31/2017 | Service | 8324 | TRAVEL TO/FROM MACHINE | |
| 07/31/2017 | Service | 8324 | TRAVEL TO/FROM MACHINE | |
| 07/31/2017 | Service | 8324 | REPAIR FOR WARRANTY: SOFTWARE | CUSTOMER COMPLAINT: FROM: SCOTT MARVIN SENT: FRIDAY, JUNE 30, 2017 7:20 AM TO: BRUCE MORGAN SUBJECT: SCRAPER TEST PARTS BRUCE, THE TWO SCRAPERS THAT NEED THE SOFTWARE UPDATES ARE; WTC00103 AND WTC00220. BOTH FOR FCS. REPAIR PROCESS COMMENTS: ON WTC00103, THE FOLLOWING SOFTWARE NEEDS UPDATED: TRANSMISSION/CHASSIS - NEEDS 514-0246 INSTALLED TRANSMISSION/CHASSIS - NEEDS 514-0246 INSTALLED (IN SISWEB) IMPLEMENT - NEEDS 519-5558 INSTALLED (IN IMPLEMENT - NEEDS 519-5558 INSTALLED (IN SISWEB) SCRAPER TRANSMISSION - NEEDS 509-7298 INSTALLED SCRAPER TRANSMISSION - NEEDS 509-7298 INSTALLED (LATEST FILE IS IN SISWEB) C9 ENGINE - NEEDS 516-9581 INSTALLED (IN C9 ENGINE - NEEDS 516-9581 INSTALLED (IN SISWEB) C9 AFTERTREATMENT - NEEDS 529-6649 INSTALLED (IN SISWEB) I UPDATED SOFTWARE MACHINE HOURS=8324 SERVICE TECH. 4012 D.HOLLIGER |
| 07/31/2017 | Service | 8324 | REPAIR FOR WARRANTY: ENGINE | CUSTOMER COMPLAINT: FROM: SCOTT MARVIN SENT: FRIDAY, JUNE 30, 2017 7:20 AM TO: BRUCE MORGAN SUBJECT: SCRAPER TEST PARTS THE C13 ENGINE NEEDS A NEW EMISSION STICKER THE EMISSIONS LABELS AND MOUNT PARTS ARE HERE IN MY OFFICE. REPAIR PROCESS COMMENTS: I INSTALLED THE NEW EMISSION STICKER MACHINE HOURS=8324 SERVICE TECH. 4012 D.HOLLIGER |
| 07/31/2017 | Service | 8324 | TRAVEL TO/FROM MACHINE | |
| 07/31/2017 | Service | 8324 | TRAVEL TO/FROM MACHINE | |
| 09/01/2017 | Service | 8615 | PERFORM SERVICE ON R35 DUMP TRUCK # 500472 | |
| 09/01/2017 | Service | 8615 | PERFORM SERVICE ON R35 DUMP TRUCK # 500472 | |
| 09/01/2017 | Service | 8615 | TRAVEL TO/FROM MACHINE | |
| 09/01/2017 | Service | 8615 | TRAVEL TO/FROM MACHINE | |
| 09/01/2017 | Service | 8615 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:DEVONSHIRE DR. & RAVENHILL RD FORNEY, TX SERVICE DATE:8-29-17 TECHNICIAN:GREGG SMITH/RYAN ADRIAN SEAT BELT INSTALL DATE:OCT-14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1. NOTHING TO REPORT AT THIS TIME. MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |

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| 09/01/2017 | Service | 8615 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:DEVONSHIRE DR. & RAVENHILL RD FORNEY, TX SERVICE DATE:8-29-17 TECHNICIAN:GREGG SMITH/RVAN ADRIAN SEAT BELT INSTALL DATE:OCT-14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE **YES** ITEMS REQUIRING FURTHER ATTENTION **** * 1. NOTHING TO REPORT AT THIS TIME. MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 09/01/2017 | Service | 8615 | | |
| 09/01/2017 | Service | 8615 | | |
| 10/05/2017 | Service | 8844 | PERFORM SERVICE ON TRAILER | |
| 10/05/2017 | Service | 8844 | TRAVEL TO/FROM MACHINE | |
| 10/05/2017 | Service | 8844 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION: SERVICE DATE:10-3-17 TECHNICIAN:GREGG SMITH/RVAN ADRIAN SEAT BELT INSTALL DATE: MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. SEATBELT EXPIRED-RECOMMEND REPLACEMENT 2. LEFT FRONT STEP IS BROKEN 3. RIGHT FRONT STEP WIRE IS BEGINNING TO FREY MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 10/05/2017 | Service | 8844 | | |
| 10/30/2017 | Parts | 0 | | |
| 11/10/2017 | Service | 9107 | PERFORM SERVICE ON STARTER | |
| 11/10/2017 | Service | 9107 | TRAVEL TO/FROM MACHINE | |
| 11/10/2017 | Service | 9107 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:MANSFIELD TX SERVICE DATE:11/8/17 TECHNICIAN:A987/A773 SEAT BELT INSTALL DATE: NON LEGIBLE TAG MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. NO MAJOR ISSUES AT TIME OF SERVICE. MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 12/05/2017 | Parts | 0 | | |
| 12/29/2017 | Service | 8777 | WELD FRAME | 09/18/17 A 627K HAS A CRACK ON LEFT SIDE. DRAFTARM OF THE LIFTING FRAME AROUND THE TUBE. GOUGE ALL THE WAY THROUGH AND CLEAN SLAG OFF THEN, PROCEED TO WELD MACK SURE HAS 100% PENETRATION. CLEAN EVERY PASS ALL THE WAY TILL FINISH. WELDING GRIND START AND STOPS AND PAINT.***** JESUS MORENO |
| 12/29/2017 | Service | 8777 | TRAVEL TO/FROM MACHINE | TRAVEL TO AND FROM MACHINE TECH JESUS |
| 12/29/2017 | Service | 8777 | WELD FRAME | 09/18/17 A 627K HAS A CRACK ON LEFT SIDE. DRAFTARM OF THE LIFTING FRAME AROUND THE TUBE. GOUGE ALL THE WAY THROUGH AND CLEAN SLAG OFF THEN, PROCEED TO WELD MACK SURE HAS 100% PENETRATION. CLEAN EVERY PASS ALL THE WAY TILL FINISH. WELDING GRIND START AND STOPS AND PAINT.***** JESUS MORENO |
| 12/29/2017 | Service | 8777 | TRAVEL TO/FROM MACHINE | TRAVEL TO AND FROM MACHINE TECH JESUS |
| 12/29/2017 | Service | 8739 | INSTALL SOFTWARE | CUSTOMER COMPLAINT: INSTALL BETA/PROTOTYPE SOFTWARE CAUSE OF FAILURE: SOFTWARE IS TARGETED TO REDUCE THE E1008 RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: (9/19/17) ARRIVED AT JOBSITE. ONCE GAINING ACCESS TO MACHINE A PRS WAS DOWNLOADED. NEXT, THE AFTERTREATMENT SOFTWARE WAS UPDATED. 3935094-55 TO 3935094-56 AFTER SOFTWARE WAS INSTALLED, MACHINE POWER WAS CYCLED OFF FOR APPROXIMATELY 2 MINUTES. TURNED POWER BACK ON AND DOWNLOADED A PSR. STARTED MACHINE AND PERFORMED AN ARD IGNITION TEST AND ALL FUNCTION WERE NORMAL. RETURNED MACHINE TO SERVICE. NOTE: ENGINE SOFTWARE WAS ALREADY UPDATED. TECH: A625/TIMOTHY WILLIAMS SMU: 8739HRS |
| 12/29/2017 | Service | 8739 | TRAVEL TO/FROM MACHINE | |
| 12/29/2017 | Service | 8739 | TRAVEL TO/FROM MACHINE | |

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| 12/29/2017 | Service | 8739 | INSTALL SOFTWARE | CUSTOMER COMPLAINT: INSTALL BETA/PROTOTYPE SOFTWARE CAUSE OF FAILURE: SOFTWARE IS TARGETED TO REDUCE THE E1008 RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: (9/19/17) ARRIVED AT JOBSITE. ONCE GAINING ACCESS TO MACHINE A PRS WAS DOWNLOADED. NEXT, THE AFTERTREATMENT SOFTWARE WAS UPDATED. 3935094-55 TO 3935094-56 AFTER SOFTWARE WAS INSTALLED, MACHINE POWER WAS CYCLED OFF FOR APPROXIMATELY 2 MINUTES. TURNED POWER BACK ON AND DOWNLOADED A PSR. STARTED MACHINE AND PERFORMED AN ARD IGNITION TEST AND ALL FUNCTION WERE NORMAL. RETURNED MACHINE TO SERVICE. NOTE: ENGINE SOFTWARE WAS ALREADY UPDATED. TECH: A625/TIMOTHY WILLIAMS SMU: 8739HRS |
| 12/29/2017 | Service | 8739 | TRAVEL TO/FROM MACHINE | |
| 12/29/2017 | Service | 8739 | TRAVEL TO/FROM MACHINE | |
| 01/05/2018 | Service | 8253 | TRAVEL TO/FROM MACHINE | |
| 01/05/2018 | Service | 8253 | TROUBLESHOOT | CUSTOMER COMPLAINT: 627KWTC00103. 8166 HRS. LITTLE ELM. T/S AFTERTREATMENT. CAUSE OF FAILURE: THE ARD HEAD IS FAULTY. RESULTANT DAMAGE: THE AFTERTREATMENT SYSTEM IS GETTING HIGH DPF INLET TEMPERATURES AND LOW SCR INLET TEMPERATURE. REPAIR PROCESS COMMENTS: (A315) 6/15/16. I STARTED THE JOB BY HAVING THE OPERATOR PARK THE MACHINE. I THEN CONNECTED CAT ET. I LOOKED AT THE LOGGED CODES AND EVENTS. IT HAD AN ACTIVE EVENT (E947 (1)) FOR LOW SCR INLET TEMPERATURE. THERE WERE ALSO LOGGED EVENTS FOR HIGH DPF INLET TEMPERATURES. I DOWNLOADED A PRODUCT STATUS REPORT. I RESET THE ACTIVE EVENT CODE. NEXT I STARTED THE ENGINE AND PERFORMED AN ARD IGNITION TEST. THE TEST PASSED SUCCESSFULLY. I NOTICED THE ARD TEMPERATURE WAS HIGH. I BEGAN TROUBLESHOOTING THE ACTIVE EVENT FOR LOW SCR INLET TEMPERATURE. I FOLLOWED THE TROUBLESHOOTING. THE TROUBLESHOOTING WAS FOR THE SCR INLET TEMPERATURE SENSOR. I CHECKED FOR AN ACTIVE EVENT CODE. THE E947 (1) WAS ACTIVE. NEXT I CHECKED THE SCR INLET TEMPERATURE SENS |
| 01/05/2018 | Service | 8253 | REPLACE REGENERATION | CUSTOMER COMPLAINT: MACHINE WILL NOT REGEN CAUSE OF FAILURE: PLUGGED DPF RESULTANT DAMAGE: E947 (1) LOW AFTERTREATMENT #1 SCR CATALYST INTAKE GAS TEMPERATURE REPAIR PROCESS COMMENTS: (7/11/17) ARRIVED AT MACHINE AND DOWNLOADED A PSR. MACHINE IS NOT IN REGEN LOCKDOWN. TRIED TO PERFORM A MANUAL DPF REGENERATION BUT IT WAS UNSUCCESSFUL DUE TO E947 (1) LOW AFTERTREATMENT #1 SCR CATALYST INTAKE GAS TEMPERATURE. TRIED TO PERFORM AN ASH REGEN, IT WAS ALSO UNSUCCESSFUL DUE TO E947 (1) LOW AFTERTREATMENT #1 SCR CATALYST INTAKE GAS TEMPERATURE. WITH EACH ATTEMPT AT A REGEN IT WOULD COMPLETE MORE AND MORE. I WAS ONLY ABLE TO GET IT TO REGEN TO 38% COMPLETE. DPF HAS BEEN ORDERED AND WILL BE INSTALLED AS SOON AS IT ARRIVES. INFORMED CUSTOMER OF MY FINDINGS. TECH: A625/TIMOTHY WILLIAMS SMU: 8295HRS CUSTOMER COMPLAINT: E947 (1) LOW AFTERTREATMENT #1 SCR CATALYST INTAKE GAS TEMPERATURE E995 (3) HIGH DPF #1 SOOT LOADING E1008 (1) HIGH DPF #1 INTAKE TEMPERATURE CAUSE OF FAILURE: PLUGGED DPF RESULTANT DA |

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| 01/05/2018 | Service | 8253 | TROUBLESHOOT FUEL PRIMING PUMP | CUSTOMER COMPLAINT: E1052 (2) LOW AFTERTREATMENT #1 FUEL PRESSURE #1 CAUSE OF FAILURE: NA RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: (7/6/17) ARRIVED AT JOBSITE AND SECURED WORK AREA. CONNECTED ET AND DOWNLOADED A PSR. NOTICED THAT ALL CODES HAD BEEN CLEARED. REVIEW PREVIOUS PSR AND FAULT CODES. CHECKED ALL ELECTRICAL CONNECTORS FOR SECURE AND PROPER CONNECTIONS. FOUND THAT THE CONNECTOR FOR THE FUEL PUMP WAS NOT PROPERLY CONNECTED. CONNECTOR LOCK WAS NOT ENGAGED AND CLIP WAS NOT FULLY SEATED. DISCONNECTED CONNECTOR AND INSPECTED TO MAKE SURE IT WAS NOT BROKEN. CONNECTOR IS OK, CONNECTED CONNECTOR TO WIRING HARNESS AND MADE SURE LATCH LOCKED, THEN ENGAGED CONNECTOR LOCK. CONNECTED PRESSURE GAUGE TO FUEL SUPPLY LINE TO ARD HEAD AND PERFORMED AN ARD FUEL SUPPLY RELAY OVERRIDE, RECORDED 289PSI OF FUEL PRESSURE. NEXT, AN ARD IGNITION TEST WAS PERFORMED AND IT WAS COMPLETED SUCCESSFULLY. PERFORMED TEST 3 TIMES AND IT WAS SUCCESSFUL 3 TIMES. COULD NOT DUPLICATE LOW FUEL PRESSURE ISSUE AT |
| 01/05/2018 | Service | 8253 | TRAVEL TO/FROM MACHINE | |
| 01/05/2018 | Service | 8253 | TRAVEL TO/FROM MACHINE | |
| 01/22/2018 | Service | 9396 | PERFORM SERVICE ON TRAILER | |
| 01/22/2018 | Service | 9396 | TRAVEL TO/FROM MACHINE | |
| 01/22/2018 | Service | 9396 | WELD WITH HARDWARE INFORMATION RECORD ONLY | REPAIR PROCESS COMMENTS: JOB LOCATION:502-802 CRAWFORD RD ARGYLE SERVICE DATE:1/15/18 TECHNICIAN:JUAN ORTIZ SEAT BELT INSTALL DATE:OCT14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1.FRONT ENGINE COOLANT LEAK CAN'T FROM WERE HAD TO ADD 3 GAL 2.FRONT ENGINE OIL FILL TUBE LEAK 3.REAR ENGINE OIL PAN LEAK FRONT 4.REAR TRANS FILTER HOUSING LEAK HAD TO ADD 5 GAL 5.ECM HAVE MULTIPLE CODES MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 01/22/2018 | Service | 9396 | | |
| 01/30/2018 | Service | 9295 | REPAIR BRAKE ACCUMULATOR | CUSTOMER COMPLAINT: LOW BRAKE CHARGE PRESSURE WARNING. CAUSE OF FAILURE: INSIDE BRAKE ACCUMULATOR WAS REPLACED 02/2016 AND HAS BEEN CHARGED 2 TIMES RECENTLY. WHEN OPENED FOUND THE WET SIDE PISTON SEAL OUTER BAND MISSING. THE OUT SIDE ACCUMULATOR STILL HAS THE OLD STYLE PISTON INSIDE RESULTING THE GAS TO LEAK OUT. RESULTANT DAMAGE: LITTLE TO NO BRAKE ACCUMULATOR FUNCTION, AND LOW BRAKE CHARGE PRESSURE WARNINGS. REPAIR PROCESS COMMENTS: 12/11/2017 RESEARCHED THE MACHINE WORK ORDER HISTORY AND LEARNED THE INSIDE BRAKE ACCUMULATOR WAS REPLACED 02/2016. LOOKED AT EQUIPMENT LINK AND FOUND NUMEROUS LOW BRAKE CHARGE PRESSURE WARNINGS. CALLED BRIAN F. AND MADE HIM AWARE I WAS GOING TO THE MACHINE. AT THE MACHINE CONNECTED ET AND DOWNLOADED A PSR AND OBSERVED #1 AND #2 BRAKE CHARGE PRESSURE ON THE STATUS SCREEN. WITH A FULL CHARGE THE ENGINE WAS SHUT DOWN AND THE KEY SWITCH LEFT ON, PUMPED DOWN THE BRAKE CHARGE PRESSURE TILL THE PRESSURE DROPS OFF TO 0 PSI AND THE #1 BRAKE CHARGE PRESSURE IS BE |
| 01/30/2018 | Service | 9295 | TRAVEL TO/FROM MACHINE | |

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| 01/30/2018 | Service | 9295 | REPAIR BRAKE ACCUMULATOR | CUSTOMER COMPLAINT: LOW BRAKE CHARGE PRESSURE WARNING. CAUSE OF FAILURE: INSIDE BRAKE ACCUMULATOR WAS REPLACED 02/2016 AND HAS BEEN CHARGED 2 TIMES RECENTLY. WHEN OPENED FOUND THE WET SIDE PISTON SEAL OUTER BAND MISSING. THE OUT SIDE ACCUMULATOR STILL HAS THE OLD STYLE PISTON INSIDE RESULTING THE GAS TO LEAK OUT. RESULTANT DAMAGE: LITTLE TO NO BRAKE ACCUMULATOR FUNCTION, AND LOW BRAKE CHARGE PRESSURE WARNINGS. REPAIR PROCESS COMMENTS: 12/11/2017 RESEARCHED THE MACHINE WORK ORDER HISTORY AND LEARNED THE INSIDE BRAKE ACCUMULATOR WAS REPLACED 02/2016. LOOKED AT EQUIPMENT LINK AND FOUND NUMEROUS LOW BRAKE CHARGE PRESSURE WARNINGS. CALLED BRIAN F. AND MADE HIM AWARE I WAS GOING TO THE MACHINE. AT THE MACHINE CONNECTED ET AND DOWNLOADED A PSR AND OBSERVED #1 AND #2 BRAKE CHARGE PRESSURE ON THE STATUS SCREEN. WITH A FULL CHARGE THE ENGINE WAS SHUT DOWN AND THE KEY SWITCH LEFT ON, PUMPED DOWN THE BRAKE CHARGE PRESSURE TILL THE PRESSURE DROPS OFF TO 0 PSI AND THE #1 BRAKE CHARGE PRESSURE IS BE |
| 01/30/2018 | Service | 9295 | TRAVEL TO/FROM MACHINE | |
| 02/26/2018 | Service | 9658 | PERFORM SERVICE ON RENTAL MACHINE RETURN | |
| 02/26/2018 | Service | 9658 | TRAVEL TO/FROM MACHINE | |
| 02/26/2018 | Service | 9658 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:650 287 N MANSFIELD SERVICE DATE: 2/16/18 TECHNICIAN:JUAN ORTIZ SEAT BELT INSTALL:SEP11 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES **** ITEMS REQUIRING FURTHER ATTENTION ***** 1.REAR ENGINE OIL PAN LEAK FRONT 2.UNUSUAL NOISE IN FRONT BETWEEN THE ENGINE AND TRANSMISSION 3.FRONT TRANS FILTER HAS METAL FLAKES I CHECK THE SCREEN AND IS OK .I LET BRIAN KNOW MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 02/26/2018 | Service | 9658 | | |
| 04/05/2018 | Service | 9898 | PERFORM SERVICE ON TRAILER | |
| 04/05/2018 | Service | 9898 | TRAVEL TO/FROM MACHINE | |
| 04/05/2018 | Service | 9898 | WELD WITH HARDWARE INFORMATION RECORD ONLY | REPAIR PROCESS COMMENTS: JOB LOCATION: DENTON TX SERVICE DATE: 4/4/18 TECHNICIAN: TRUETT RANEY SEAT BELT INSTALL DATE: 2014 (MONTH RUBBED OFF) MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. SEATBELT EXPIRED- RECOMMEND REPLACEMENT 2. TRANSMISSION FLUID EXTREMELY HIGH (MECHANIC SAID SOMETHING ABOUT DIFFERENTIAL LEAKING INTO IT) 3. HYDRAULIC FLUID EXTREMELY LOW MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 04/05/2018 | Service | 9898 | | |
| 04/16/2018 | Service | 9899 | INSTALL SOFTWARE | REPAIR PROCESS COMMENTS: INSTALL NEW TEST SOFTWARE. REASON 5 FACTORY PASSWORDS NEEDED. DELAYED IN GETTING CORRECT PASSWORDS. CONFIRM CORRECT OPERATION AND NO FAULTS AFTER INSTALL OF NEW SOFTWARE. DOWNLOAD BEFORE AND AFTER PSR. TECH 3669 ALAN STELL 4/5/18 9899 HRS |
| 04/16/2018 | Service | 9899 | TRAVEL TO/FROM MACHINE | REPAIR PROCESS COMMENTS: ED ROBSON BLVD, DENTON, TX 76207 |
| 04/16/2018 | Service | 9899 | TRAVEL TO/FROM MACHINE | |
| 04/16/2018 | Service | 9899 | INSTALL SOFTWARE | REPAIR PROCESS COMMENTS: INSTALL NEW TEST SOFTWARE. REASON 5 FACTORY PASSWORDS NEEDED. DELAYED IN GETTING CORRECT PASSWORDS. CONFIRM CORRECT OPERATION AND NO FAULTS AFTER INSTALL OF NEW SOFTWARE. DOWNLOAD BEFORE AND AFTER PSR. TECH 3669 ALAN STELL 4/5/18 9899 HRS |
| 04/16/2018 | Service | 9899 | TRAVEL TO/FROM MACHINE | REPAIR PROCESS COMMENTS: ED ROBSON BLVD, DENTON, TX 76207 |
| 04/16/2018 | Service | 9899 | TRAVEL TO/FROM MACHINE | |
| 06/11/2018 | Service | 10241 | PERFORM SERVICE ON STARTER | |
| 06/11/2018 | Service | 10241 | TRAVEL TO/FROM MACHINE | |

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| 06/11/2018 | Service | 10241 | WELD WITH HARDWARE INFORMATION RECORD ONLY | JOB LOCATION:FORNEY SERVICE DATE: 6-5-18 TECHNICIAN:GREGORY HARRISON SEAT BELT INSTALL DATE:10-14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. SEAT BELT NEEDS REPLACED MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. REPAIR PROCESS COMMENTS: JOB LOCATION:FORNEY SERVICE DATE: 6-5-18 TECHNICIAN:GREGORY HARRISON SEAT BELT INSTALL DATE:10-14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. SEAT BELT NEEDS REPLACED 2. 3. 4. 5. MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 06/11/2018 | Service | 10241 | | |
| 08/09/2018 | Service | 10517 | TRAVEL TO/FROM MACHINE | |
| 08/09/2018 | Service | 10517 | REPAIR THERMO KING | CUSTOMER COMPLAINT: PLE641 NOT REPORTING CAUSE OF FAILURE: RADIO LOST IT SOFTWARE REPAIR PROCESS COMMENTS: 7/18/18 I TROUBLESHOOT THE PRODUCT LINK AND COULD NOT COMMUNICATE WITH IT AT ALL. I TURNED OFF THE DISCONNECT SWITCH AND WAITED A WHILE THEN TURNED IT BACK ON AND STILL COULD NOT COMMUNICATE WITH PRODUCT LINK. I ORDERED A NEW ECM RADIO AND ECM MANAGER. 7/20/18 I RETURNED TO THE MACHINE AND HOOKED UP COMPUTER AND NOW I WAS SEEING THE PL RADIO BUT IT DIDN'T HAVE ANY SOFTWARE. I FLASHED IT AND THEN THE MANAGER SHOWED UP. I FLASHED IT AND NOW PRODUCT LINK IS REPORTING. RETURNED PARTS. MACHINE LOCATION=STEWART AND DOVER MCKINNEY, TX MACHINE HOURS=10517 SERVICE TECH. 4012 D.HOLLIGER |
| 08/28/2018 | Service | 10679 | PERFORM SERVICE ON TRAILER | |
| 08/28/2018 | Service | 10679 | TRAVEL TO/FROM MACHINE | |
| 08/28/2018 | Service | 10679 | WELD WITH HARDWARE INFORMATION RECORD ONLY | REPAIR PROCESS COMMENTS: JOB LOCATION: KRUM SERVICE DATE: 08/16/18 TECHNICIAN: ANDREW/JUAN SEAT BELT INSTALL DATE: NA MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. CAN NOT READ SEAT BELT DATE 2. ELEVATOR CYLINDER LEAKING 3. 4. 5. MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. |
| 08/28/2018 | Service | 10679 | | |
| 12/28/2018 | Service | 10943 | PRODUCT PROGRAM UPDATE SOFTWARE | CUSTOMER COMPLAINT: SOFTWARE UPDATE PER CAT CAUSE OF FAILURE: SOFTWARE UPDATE PER CAT RESULTANT DAMAGE: SOFTWARE UPDATE PER CAT REPAIR PROCESS COMMENTS: SOFTWARE ON THIS MACHINE IS CURRENT AND UP TO DATE. ENGINE-AFTERTREATMENT 5543093.FL2 ENGINE- REAR-AFTERTREATMENT 5543089.FL2 ENGINE-REAR 5543088.FL2 ENGINE 5543092.FL2 TECH: ATTIE CHIWAYA 1329 SMU: 10943 HRS 12/1/18 |
| 12/28/2018 | Service | 10943 | PRODUCT PROGRAM UPDATE SOFTWARE | CUSTOMER COMPLAINT: SOFTWARE UPDATE PER CAT CAUSE OF FAILURE: SOFTWARE UPDATE PER CAT RESULTANT DAMAGE: SOFTWARE UPDATE PER CAT REPAIR PROCESS COMMENTS: SOFTWARE ON THIS MACHINE IS CURRENT AND UP TO DATE. ENGINE-AFTERTREATMENT 5543093.FL2 ENGINE- REAR-AFTERTREATMENT 5543089.FL2 ENGINE-REAR 5543088.FL2 ENGINE 5543092.FL2 TECH: ATTIE CHIWAYA 1329 SMU: 10943 HRS 12/1/18 |
| 03/14/2019 | Service | 11015 | PERFORM QUARTERLY MAINTENANCE | |
| 03/14/2019 | Service | 11015 | TRAVEL TO/FROM MACHINE | |

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| 03/14/2019 | Service | 10972 | TROUBLESHOOT ENGINE | CUSTOMER COMPLAINT: POSSIBLE FUEL DILUTION CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS: 5707- TRAVEL TO JOB AND LOCATE MACHINE. CONNECT ET AND THERE ARE NO ENGINE CODES. CHECK OIL LEVEL AND IT IS CORRECT. SMELL OIL AND IT SMELLS NORMAL. NO SIGNS OR SMELLS OF FUEL DILUTION. NOTICED THAT ALL FILTERS HAVE MARKED THE DATE 8-16-18 AND NO HRS. RUN MACHINE AND GET TO OPERATING TEMP. CHECK OIL AND ENGINE FOR UNUSUAL NOISES OR SMELLS. TALK TO SALES ABOUT CHANGING BOTH ENGINE OILS AND FILTERS. SINCE WE DON'T KNOW HOW MANY HRS IS ON THE OIL THEY AGREED. WE WILL CHECK ENGINE AGAIN AFTER A FEW DAYS OF RUNNING AND TAKE A SAMPLE. REPAIRED MISSING CLAMP ON DUST EJECTOR AND INSTALL A FEW ZIP TIES ON HARNESS THAT I NOTICED WERE MISSING. ORDER NEW CLIPS AND TIES TO REPLACE WHAT WAS USED OFF TRUCK. |
| 03/14/2019 | Service | 10972 | TROUBLESHOOT TIMER RELAY | CUSTOMER COMPLAINT: THE CUSHION HITCH HAS A LOGGED FAULT. CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS: 5707- CONNECT ET AND IT HAS LOGGED A CODE J520741-2 FOR THE CUSHION HITCH CYLINDER. THE STRANGE PART IS IT SHOWS IT HAPPENED AT 0 HRS AND 0 OCCURANCES. OPERATE CUSHION HITCH AND LOOK UP INFO IN SIS. IT SAYS THE SENSOR SIGNAL IS ERRATIC, INTERMITTENT OR INCORRECT. COULD NOT GET SENSOR TO LOG ANOTHER FAULT. CLEAR OLD CODE AND LET OPERATOR KNOW IT'S OK TO RUN MACHINE. HE WILL LET ME KNOW IF IT COMES BACK AND HOW OFTEN. REMOVE ET, LOAD UP AND TRAVEL TO SHOP. |
| 03/14/2019 | Service | 10972 | TRAVEL TO/FROM MACHINE | CUSTOMER COMPLAINT: CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS: |
| 03/20/2019 | Service | 0 | WRECK REPAIR IDLER PULLEY | |
| 03/26/2019 | Service | 11030 | TAKE&ANALYZE SOSS SAMPLE MACHINE | |
| 03/26/2019 | Service | 11030 | DRAIN&REFILL DIFFERENTIAL | |
| 03/26/2019 | Service | 11030 | OPTIONAL PARTS AT REQUEST | |
| 04/30/2019 | Service | 10704 | | |
| 04/30/2019 | Service | 10704 | TROUBLESHOOT | CUSTOMER COMPLAINT: DPF WILL NOT REGENERATE. CAUSE OF FAILURE: FAILURE OF 3735283 TEMPERATURE SENSOR. RESULTANT DAMAGE: DPF WILL NOT REGENERATE. NO DAMAGE. REPAIR PROCESS COMMENTS: ON 8-22-18, I TALKED WITH THE CUSTOMER'S MECHANIC WHO INFORMED ME THAT THERE WERE ACTIVE EVENT CODES FOR LOW ARD FUEL PRESSURE IN THE TRACTOR ENGINE REGENERATION SYSTEM. THE CUSTOMER'S MECHANIC WAS IN THE PROCESS OF REPLACING THE ARD FUEL PUMP AND THE 3413150 FILTER FITTING AND STATED THAT HE HAD ALSO REPLACED THE 3319208 SOLENOID VALVES AND THE 2742728 AND 2986488 ARD FUEL PRESSURE SENSORS. I CONNECTED E.T. AFTER THE CUSTOMER'S MECHANIC HAD COMPLETED THE REPLACEMENT OF THE ARD FUEL PUMP AND FILTER FITTING. EVENT CODE E1239 (3) "CONDITIONS NOT MET FOR ACTIVE REGENERATION" WAS ACTIVE. I DOWNLOADED A PRODUCT STATUS REPORT THEN STARTED THE ENGINE AND OBSERVED THE ARD PARAMETERS AFTER INITIATING A FORCED REGENERATION. THE DPF SOOT LEVEL WAS 0.0% AT THE BEGINNING OF THE REGENERATION. THE ONLY PARAMETER THA |
| 04/30/2019 | Service | 10704 | REPAIR APRON LIFT CYLINDER | CUSTOMER COMPLAINT: OIL LEAKING FROM APRON CYLINDER. CAUSE OF FAILURE: THE 2782324 WIPER SEAL HAD SEPARATED FROM ITS METAL SHELL RESULTANT DAMAGE: WATER AND DIRT WERE ALLOWED TO ENTER THE SEAL LOCATIONS IN THE HEAD AND CAUSE ACCELERATED WEAR OF THE HEAD SEALS. REPAIR PROCESS COMMENTS: ON 8-20- 18, I UNFASTENED THE APRON CYLINDER FROM THE APRON LIFT ARM AND DISCONNECTED THE HYDRAULIC HOSES. ON 8-22-18, I RETURNED TO THE MACHINE AND REMOVED THE APRON CYLINDER AND DISASSEMBLED IT. I REPLACED ALL THE SEALS IN THE HEAD AND ON THE PISTON THEN REASSEMBLED THE CYLINDER AND REINSTALLED IT. HOWARD SCHRAM #4278. SERVICE METER READING: 10704. MACHINE LOCATION: KRUM, TX. |

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| 04/30/2019 | Service | 10704 | SALVAGE REPAIR APRON LIFT CYLINDER | CUSTOMER COMPLAINT: THE APRON CYLINDER ROD BEARINGS HAD WORN TO THE POINT THAT THEY BROKE INTO PIECES AND FELL OUT. CAUSE OF FAILURE: INSUFFICIENT LUBRICATION OF 3J6412 APRON CYLINDER ROD BEARINGS. RESULTANT DAMAGE: THE BORE OF THE APRON CYLINDER ROD EYE WAS WEARING DIRECTLY ON THE 8W8585 PIN AND CAUSED GALLING ON ITS SURFACE. REPAIR PROCESS COMMENTS: ON 8-20-18, WHILE DISCONNECTING THE APRON CYLINDER IN PREPARATION TO RESEAL IT, I FOUND THAT THE 3J6412 BEARINGS WERE MISSING AND THE BORE IN THE 4391998 APRON CYLINDER ROD AND THE BORE WAS WALLOWED FROM DIRECT CONTACT WITH THE PIN. I ORDERED A 20R-3897 REMAN ROD ASSEMBLY. ON 8-22-18, I WENT TO THE HOLT/LITTLE ELM STORE, LOADED UP THE REMAN ROD ASSEMBLY, THEN RETURNED TO THE MACHINE AND INSTALLED IT IN THE APRON CYLINDER WHILE I WAS RESEALING IT. HOWARD SCHRAM #4278. SERVICE METER READING: 10704. MACHINE LOCATION: KRUM, TX. |
| 04/30/2019 | Service | 10704 | REPLACE HYDRAULIC HOSES/LINES | CUSTOMER COMPLAINT: THE OUTER LAYER OF RUBBER ON THE 4609235 HOSE ASSEMBLY WAS SEPARATING AND EXPOSING THE STEEL BRAID. CAUSE OF FAILURE: FAILURE OF OUTER COATING MATERIAL. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: ON 8-27-18, THE CUSTOMER SHOWED ME THAT THE OUTER COATING WAS PEELING OFF OF THE 4609235 HOSE ASSEMBLY. THE HOSE WAS NOT LEAKING AT THIS TIME BUT THE CUSTOMER WISHED TO HAVE IT REPLACED BEFORE A COMPLETE FAILURE OCCURRED. I ORDERED A NEW HOSE ASSEMBLY AND INSTALLED IT. HOWARD SCHRAM #4278. SERIAL NO. WTC00103. SERVICE METER READING: 10426. MACHINE LOCATION: KRUM, TX. |
| 04/30/2019 | Service | 10704 | CLEAN. RADIATOR | CUSTOMER COMPLAINT: SCRAPER ENGINE HAD LOW POWER. CAUSE OF FAILURE: THE RADIATOR WAS PLUGGED WITH DUST AND GRASS. RESULTANT DAMAGE: HIGH COOLANT TEMPERATURE. NO DAMAGE. REPAIR PROCESS COMMENTS: ON 8-27-18, I BLEW THE ACCUMULATED DUST AND GRASS OUT OF THE SCRAPER ENGINE RADIATOR WITH COMPRESSED AIR. HOWARD SCHRAM #4278. SERIAL NO. WTC00103. SERVICE METER READING: 10426. MACHINE LOCATION: KRUM, TX. |
| 04/30/2019 | Service | 10704 | TEMPORARY HOOK-UP OF APRON | SEG 06-REPLACE 3964929 HOSE ASSEMBLY IN 3746636 EJECTOR LINES GROUP, SMCS 6202 ?? CUSTOMER COMPLAINT: HYDRAULIC OIL LEAKING FROM APRON CYLINDER LOCATION OF DRAFT FRAME. CAUSE OF FAILURE: FAILURE OF 3964929 HOSE ASSEMBLY. RESULTANT DAMAGE: HYDRAULIC OIL LEAK. REPAIR PROCESS COMMENTS: ON 8-29-18, I REPLACED THE 3964929 HOSE ASSEMBLY. HOWARD SCHRAM #4278. SERVICE METER READING: 10756. MACHINE LOCATION: KRUM, TX. |
| 04/30/2019 | Service | 10704 | TEMPORARY HOOK-UP OF EJECTOR | CUSTOMER COMPLAINT: HYDRAULIC OIL LEAKING FROM RIGHT SIDE OF DRAFT FRAME. CAUSE OF FAILURE: FAILURE OF HOSE ASSEMBLY. RESULTANT DAMAGE: HYDRAULIC OIL LEAK. REPAIR PROCESS COMMENTS: ON 9-17-18, I REPLACED THE LEAKING HOSE ASSEMBLY. HOWARD SCHRAM #4278. SERVICE METER READING: 10802. MACHINE LOCATION: FT. WORTH, TX. |
| 04/30/2019 | Service | 10704 | | |
| 04/30/2019 | Service | 10704 | TRAVEL TO/FROM | |
| 05/07/2019 | Service | 11080 | TAKE&ANALYZE SOS SAMPLE MACHINE | CUSTOMER COMPLAINT: RESAMPLE MACHINE CAUSE OF FAILURE: NA RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: 4/26/19 RE SAMPLED MACHINE AND THEN RUSHED THE SAMPLES OFF TO THE LAB. |
| 05/07/2019 | Service | 11080 | TRAVEL TO/FROM MACHINE | |
| 05/07/2019 | Service | 10952 | REPLACE RADIATOR | CUSTOMER COMPLAINT: REPAIR MISSING BOLTS CAUSE OF FAILURE: BROKEN COWLING. RESULTANT DAMAGE: N/A REPAIR PROCESS COMMENTS: 8957 2-22 - RECEIVED JOB. WENT OUT & FOUND. PULLED OUT OTHER MACHINE TO MAKE ROOM. PULLED IN SHOP. INSPECTED. FOUND BROKEN COWLING. QUOTED COWLING & GAVE TO GARY. 2/22/19 DUSTIN #1096 QC INSPECTION. |
| 05/07/2019 | Service | 10952 | REPLACE ENGINE COOLANT | CUSTOMER COMPLAINT: REPLACE LATCH CAUSE OF FAILURE: MISSING RESULTANT DAMAGE: N/A REPAIR PROCESS COMMENTS: 8957 2-22 - LOOKED UP & ORDERED PARTS TO BAY 14. 3/23/2019 (1505) FOUND PARTS AT M/S OFFICE CART. INSTALLED LATCH ON HOOD COOLANT ACCESS DOOR. |

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| 05/07/2019 | Service | 10952 | REPAIR WINDSHIELD GUARD | CUSTOMER COMPLAINT: REPAIR BACK UP CAMERA. CAUSE OF FAILURE: NOT ALL PROBLEMS FOUND RESULTANT DAMAGE: N/A REPAIR PROCESS COMMENTS: 8957 2-22 - STARTED TROUBLE SHOOTING THE CAMERAS. FOUND SIDE CAMERA STOPPED FUZZING OUT AFTER MESSING WITH CONNECTION AT CAMERA. THE REAR CAMERA NEEDS 2 NEW CABLES IN BOWL AREA, BUT THERE IS MORE CABLE PROBLEMS UP AROUND CAB AREA. WAS TRYING TO FIND THE SWITCH CONNECTION POINT BUT THE MACHINE NEEDS TO SHIP & FIELD SERVICE WILL GO OUT & FINISH REPAIRS. ORDERED THE BROKEN PIN CABLE & CORRODED ONE TO THE MAIN SHOP OFFICE. CHECKED & ADJUSTED HEAVY RENT OILS. MOST EVERYTHING WAS WAY OVER OR UNDER FULL. 3-26-19 1092/1505 -SWAPPED CAMERAS AND CABLES AT THE CAMERA SWITCH AND FOUND THAT THE REAR SCRAPER CAMERA CONNECTION WAS NOT PICKING ANYTHING UP. ORDERED CAMERA SWITCH. CONTINUED TO DIAGNOSE REAR CAMERA CABLES AND FOUND A BROKEN PIN AT SCRAPER CABLE. BEGAN REMOVING BAFFLES FOR REMOVAL OF THE CABLE. BEGAN TO SPLICE IN NEW COAX CONNECTION. CLEANED |
| 05/07/2019 | Service | 10952 | REPLACE LIGHTS | CUSTOMER COMPLAINT: LEFT CAB LIGHT INOP CAUSE OF FAILURE: BURNT OUT RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3/27/2019 (1505) REMOVED LIGHT COVER AND REMOVED BULB. INSTALLED NEW BULB AND TESTED. |
| 05/07/2019 | Service | 10952 | REPLACE SEAT BELTS | CUSTOMER COMPLAINT: REPLACE SEAT BELT CAUSE OF FAILURE: SEAT BELT OUT OF DATE RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3/23/2019 (1505) ORDERED PARTS. REMOVED SEAT BELT. MARKED AND INSTALLED NEW SEAT BELT. 4/1/19 DUSTIN #1096 QC INSPECTION |
| 05/07/2019 | Service | 10952 | REPLACE WINDSHIELD WIPER | CUSTOMER COMPLAINT: REPLACE WIPERS CAUSE OF FAILURE: WORN RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3/28/2019 (1092-1505) ORDERED PARTS. REMOVED WIPERS AND INSTALLED THE NEW ONES. |
| 05/07/2019 | Service | 10952 | REPLACE BACKUP ALARM | CUSTOMER COMPLAINT: REPLACE BACK UP ALARM CAUSE OF FAILURE: NONE RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3/27/2019 1092/1505 - TESTED BACK UP ALARM. BACK UP ALARM FUNCTIONS AS DESIGNED. NO ACTIONS NECESSARY. |
| 05/07/2019 | Service | 10952 | REPLACE SAFETY INSPECTION | CUSTOMER COMPLAINT: REPLACE SAFETY BOOK CAUSE OF FAILURE: MISSING RESULTANT DAMAGE: N/A REPAIR PROCESS COMMENTS: 8957 2-22 - LOOKED UP & ORDERED. RECEIVED & PUT IN THE CAB. TOOK MACHINE DOWN TO DETAIL. |
| 05/07/2019 | Service | 10952 | TIGHTEN SHIFT KNOB | CUSTOMER COMPLAINT: TIGHTEN SHIFT KNOB CAUSE OF FAILURE: MISSING SCREW RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3/28/2019 (1505/1092) ORDERED MISSING SCREW. INSTALLED SCREW AND TIGHTENED OTHER SCREWS. |
| 05/07/2019 | Service | 10952 | REPLACE LIGHTS | CUSTOMER COMPLAINT: REPLACE SCRAPER FLOOD LIGHT CAUSE OF FAILURE: CRACKED LENS RESULTANT DAMAGE: CONDENSATION BURNED OUT THE BULB. REPAIR PROCESS COMMENTS: 2/25/2019 (1505/8957) ORDERED LIGHT ASSEMBLY. REMOVED BROKEN LIGHT. INSTALLED NEW ASSEMBLY AND ENSURED IT WORKED. |
| 05/07/2019 | Service | 10952 | REPLACE OWNING & OPERATING INFO | CUSTOMER COMPLAINT: REPLACE OWNER/OPERATING INFO CAUSE OF FAILURE: MISSING RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3/23/2019 (1505) FOUND MANUAL AT M/S PARTS CART. PUT IN CAB. PARTS ONLY ON THIS SEGMENT |
| 05/07/2019 | Service | 1133 | TROUBLESHOOT ENGINE | CUSTOMER COMPLAINT: SALES FOUND LEAK ON ENGINE. AMBIGUOUS REPORTING CAUSE OF FAILURE: COOLANT TANK SEEPING, DEF LINE LEAKS DURING DOSING AND EJECTOR CYLINDER LEAKING. RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3-28-19 1092- RAN ENGINE AND SEARCHED FOR LEAKS. SAW ENGINE OIL DRIP ON GROUND. TRACED OIL TO DRAIN PIPE. RESIDUAL FROM OIL CHANGE. FOUND LEAK AT EJECTOR CYLINDER, COOLANT TANK AND FROM DEF LINE TO DEF INJECTOR. BUILT QUOTES AND INFORMED LEAD. |

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| 05/07/2019 | Service | 1133 | TROUBLESHOOT ENGINE | CUSTOMER COMPLAINT: TROUBLESHOOT ENGINE FOR FUEL DILUTION IN ENGINE OIL CAUSE OF FAILURE: INJECTORS RESULTANT DAMAGE: UNKNOWN REPAIR PROCESS COMMENTS: 3-21-19 1092 - RETRIEVED MACHINE FROM YARD AND PULLED INTO SHOP. CHOCKED WHEELS AND BLOCKED UP SCRAPER TO SIT FLUSH FOR THE POSSIBILITY THE ENGINE NEEDS REMOVAL. CONNECTED TO ET AND RAN DIAGNOSTICS ON INJECTORS, SOLENOIDS, FUEL RAIL AND FUEL SYSTEMS. PERFORMED INJECTOR CUT OUT TEST. ALL INJECTORS WITHIN RANGE. ALL TESTS CHECK OUT GOOD. LEAK MAY NOT BE SUFFICIENT ENOUGH TO DROP PRESSURE OR BE DETECTED BY SYSTEM ELECTRONICS. REMOVED FUEL FILTER AND FILLED WITH 4 OZ OF FUEL DYE. RAN ENGINE FOR 5 MINUTES TO CIRCULATED DYE. SHUT DOWN ENGINE AND LOCKED OUT SYSTEM. CLEARANCE BETWEEN CEM AND VALVE COVER IS NOT SIGNIFICANT ENOUGH TO PERFORM VISUAL DIAGNOSTICS. REMOVED HOOD AND HOISTED TO GROUND. REMOVED CROSS MEMBER OVER CEM. REMOVED AND CAPPED FUEL LINE TO ARD HEAD. REMOVED AND CAPPED COOLANT LINES. REMOVED AIR TUBE AND EXHAUSTED TUBE MATING BAN |
| 05/07/2019 | Service | 1133 | REPAIR ENGINE | CUSTOMER COMPLAINT: REPLACE INJECTORS CAUSE OF FAILURE: LEAKAGE RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3-23-19 1092 - REVIEWED PROCEDURES, UPDATES, SPECIAL INSTRUCTIONS AND SERVICE MAGAZINES. CLEANED ALL AROUND VALVE COVER AS TO PREVENT ANY DEBRIS FROM ENTERING DURING REPAIR. REMOVED JAKE BRAKES FROM ENGINE AND SET IN CLEAN WORK AREA. DISCONNECTED ENGINE HARNESS FROM INJECTORS. DYE NOW VISIBLE AFTER SITTING OVERNIGHT. REMOVED AIR TO AIR COOLER LINE FOR BETTER ACCESS AND VISIBILITY. QUILLS NEED TO BE BACKED OUT TO PREVENT DAMAGE DURING REMOVAL AND INSTALLATION OF INJECTORS. QUILLS ARE BURIED UNDER DIRT AND DEBRIS. DUG OUT CAREFULLY AND CLEANED AROUND QUILLS. REMOVED FUEL LINES FROM QUILLS. CAN NOT REMOVE QUILLS WITH WRENCH AS SECURING NUT IS DEEPLY SEATED AND NEEDS A SOCKET FOR REMOVAL. FUEL RAIL MUST BE REMOVED FOR ACCESS. PHOTOGRAPHED AND MARKED LINES. REMOVED FUEL RAIL SUPPLY AND RETURN. REMOVED MOUNTING. MOVED HARNESS AND REMOVED FUEL RAIL. SET IN CLEAN WORK AREA. BAGGED |
| 05/07/2019 | Service | 1133 | REPLACE ENGINE COOLANT | CUSTOMER COMPLAINT: REPLACE DAMAGED COOLANT HOSES CAUSE OF FAILURE: WEAR AND HEAT RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: NO ADDITIONAL LABOR. PARTS ONLY ON THIS SEGMENT. |
| 05/07/2019 | Service | 1133 | REPLACE ENGINE COOLANT | CUSTOMER COMPLAINT: COOLANT TANK CRACKED AND DEGRADED CAUSE OF FAILURE: HEAT AND SUN EXPOSURE RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3-29-19 1092 - ORDERED NEW TANK PER SIS. PART UPDATES. RECEIVED NEW TANK AND VISUALLY INSPECTED. ALL CONNECTIONS MATCH OLD TANK. DRAINED COOLANT LOW ENOUGH TO REMOVE LINES FROM OLD TANK. REMOVED MOUNTING BOLTS. REMOVED TANK. SET TANK SIDE BY SIDE WITH NEW TANK AND COULD SEE NEW TANK IS APPROXIMATELY 4 INCHES LONGER THAN OLD TANK AND BOLT HOLES DO NOT LINE UP. SEARCHED FOR ORIGINAL PART. PART IS BACK ORDERED WITH CURRENTLY 40 BACK ORDERS AHEAD. INFORMED LEAD. WENT OVER OPTIONS AND DECIDED TO EPOXY UNTIL NEW TANK COULD BE INSTALLED. RENDERED EPOXY. PLASTIC WELDED CRACKS SHUT. |
| 05/07/2019 | Service | 1133 | REPLACE DIESEL EXHAUST FLUID | CUSTOMER COMPLAINT: DURING INSPECTION FOUND LINE DEF TANK TO SEEPING DURING DOSING DUE TO CONNECTOR NOT SEATING/SEALING. CAUSE OF FAILURE: WEAR RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: 3-29-19 1092 - REMOVED AND INSTALLED NEW LINE AND GUARD. TESTED AND VERIFIED FREE OF LEAKS. 4/1/19 DUSTIN #1096 QC INSPECTION. |

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| 05/28/2019 | Service | 11139 | TROUBLESHOOT | CUSTOMER COMPLAINT: FAULT CODES AND ENGINE IS DERATED. CAUSE OF FAILURE: THE OPERATOR PUSHED THE AFTER TREATMENT INHIBIT SWITCH. RESULTANT DAMAGE: SYSTEM COULD NO LONGER REGENERATE. REPAIR PROCESS COMMENTS: VERIFIED THE COMPLAINT THEN CONNECTED CAT ET TO THE MACHINE AND CHECKED THE FAULTS. DETERMINED THAT THE OPERATOR HAD ACTIVATED THE AFTER TREATMENT INHIBIT SWITCH. USED THE SERVICE MANUAL TROUBLE SHOOTING GUIDE TO DETERMINE THAT BY ACTIVATING THE INHIBIT SWITCH THE AFTER TREATMENT SYSTEM WAS DEACTIVATED. |
| 05/28/2019 | Service | 11139 | REPAIR | CUSTOMER COMPLAINT: FAULT CODES AND ENGINE IS DERATED. CAUSE OF FAILURE: THE OPERATOR PUSHED THE AFTER TREATMENT INHIBIT SWITCH. RESULTANT DAMAGE: SYSTEM COULD NO LONGER REGENERATE. REPAIR PROCESS COMMENTS: PERFORMED A MANUAL REGENERATION ON THE ENGINE BUT THE CODES CAME BACK. PUSHED THE MANUAL REGENERATION SWITCH ON THE DASH AND THE MACHINE RAN ANOTHER REGENERATION AUTOMATICALLY. THE FAULT CODES WERE NO LONGER ACTIVE SO THE LOGGED CODES WERE CLEARED FROM THE CONTROL MODULES AND THE MACHINE WAS RELEASED FOR OPERATION. |
| 05/28/2019 | Service | 11139 | TRAVEL TO/FROM MACHINE | |
| 08/01/2019 | Service | 11243 | TROUBLESHOOT TIMER RELAY | CUSTOMER COMPLAINT: ENGINE FAULT CODES CAUSE OF FAILURE: LOW ARD FUEL PSI RESULTANT DAMAGE: NO REGEN ON ENGINE NUMBER 1 REPAIR PROCESS COMMENTS: 1679-- LOOK UP PARTS TO HAVE WITH FOR REPAIR. PICK UP PARTS FROM WAREHOUSE. TRAVEL OUT TO LOCATION. ARRIVE AT LOCATION. HOOK UP ET AND PERFORM PSR ON MACHINE. CHECK FOR ANY ACTIVE FAULT CODES. DID NOT SEE ANY ACTIVE FAULT CODES. DID FIND LOGGED FAULT CODES FOR ARD FUEL PSI LOW. START MACHINE AND WARM UP. PERFORM REGEN ON MACHINE. DID NOT SEE ANY ACTIVE CODE RETURN ON THE MACHINE. CHECK THE FUEL PSI FOR THE DPF SYSTEM FOUND FUEL PSI TO BE ON THE LOWER SIDE OF SPEC. PERFORM REGEN ON REAR ENGINE AS WELL AGAIN DID NOT SEE ANY ACTIVE CODES FOR LOW FUEL PSI. CALLED CUSTOMER CONTACT MIKE HISCOCKS TO LET HIM KNOW THAT WE COULD GET THE CODE TO RETURN. ALSO INFORMED HIM THAT IF THE CODE DID RETURN THAT I HAVE THE SENSOR AND FUEL PUMP TO REPAIR THE SYSTEM IF NEEDED. 1679-- TRAVEL OUT TO LOCATION AS THE CODE FOR LOW ARD FUEL PSI |
| 08/01/2019 | Service | 11243 | REPAIR TIMER RELAY | CUSTOMER COMPLAINT: CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS: 1679-- REMOVE AND REPLACE BOTH MAIN AND SECONDARY FUEL PSI SENSORS AS WELL AS A BROKEN CONNECTOR ON THE FUEL PSI SENSORS. REMOVE FUEL LINES TO THE FUEL PUMP REMOVE THE FUEL WATER SEP FILTER. REMOVE THE FUEL PUMP FROM THE MACHINE. SWAP FITTINGS FROM THE FAILED FUEL PUMP TO THE NEW FUEL PUMP WITH NEW O-RINGS INSTALLED. INSTALL NEW FUEL PUMP ONTO THE MACHINE. REINSTALL THE FUEL WATER SEP FILTER. START MACHINE AND WARM UP. AFTER MACHINE WAS STARTED CODE CLEARED ON ITS OWN. PERFORM MANUAL DPF REGEN TO CHECK THE SYSTEM OPERATION. SYTEM COMPLETED WITH NO ACTIVE CODES. RELEASE MACHINE TO CUSTOMER. |

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| 08/01/2019 | Service | 11243 | REPLACE REGENERATION | CUSTOMER COMPLAINT: THE DPF FOR THE FRONT AND REAR ENGINE NEED TO BE REPLACED AS REQUESTED BY THE CUSTOMER. CAUSE OF FAILURE: NO FAILURE. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: 8515-I PICKED UP THE PARTS AND TRAVELED TO THE MACHINE. I REMOVED THE PANELS OF THE REAR ENGINE. I DISCONNECTED AND REMOVED THE DPF. I CLEANED UP AREA AND INSTALLED THE NEW REMAN DPF. I FINISHED THE INSTALL AND REINSTALLED THE HOOD AND PANELS. I MOVED THE TRUCK TO THE FRONT. I REMOVED THE PANELS TO ACCESS THE DPF. I REMOVED BRACKETS THAT WERE IN THE WAY. I REMOVED THE OLD DPF. I CLEANED UP THE AREA AND INSTALLED THE NEW REMAN DPF. I REPLACED THE FUEL CONTROL SOLENOIDS AND CLEANED THE INLET FITTING DUE TO INTERMITTENT LOW FUEL PRESSURE ISSUES. I COMPLETED THE JOB AND RAN THE FRONT AND REAR ENGINE. I PERFORMED A REGEN ON BOTH. BOTH RAN AS REQUIRED AND NO ISSUE WAS PRESENT. I REINSTALLED THE PANELS FOR THE FRONT ENGINE AND CLEANED UP WORK AREA. I INFORMED THE SALESMAN THAT THE JOB WAS COMPLETE. |
| 08/01/2019 | Service | 11243 | TRAVEL TO/FROM MACHINE | CUSTOMER COMPLAINT: CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS: |
| 12/05/2019 | Service | 1703 | REPAIR | |
| 12/05/2019 | Service | 1703 | TRAVEL TO/FROM MACHINE | |
| 01/30/2020 | Service | 11903 | TROUBLESHOOT SOFTWARE | |
| 01/30/2020 | Service | 11903 | REPAIR SOFTWARE | |
| 01/30/2020 | Service | 11903 | TROUBLESHOOT TIMER RELAY | |
| 01/30/2020 | Service | 11903 | REPAIR TIMER RELAY | |
| 01/30/2020 | Service | 11903 | TRAVEL TO/FROM MACHINE | |
| 02/12/2020 | Service | 0 | REPAIR CUSHION-HITCH LOAD CYL | |
| 04/28/2020 | Service | 12528 | REPAIR TIMER RELAY | |
| 04/28/2020 | Service | 12528 | TRAVEL TO/FROM MACHINE | |
| 06/09/2020 | Service | 12639 | TROUBLESHOOT STEERING SYSTEM | |
| 06/09/2020 | Service | 12639 | REPAIR STEERING SYSTEM | |
| 06/09/2020 | Service | 12639 | TRAVEL TO/FROM MACHINE | |
| 06/30/2020 | Service | 12707 | TROUBLESHOOT FUEL SYSTEM | |
| 06/30/2020 | Service | 12707 | TRAVEL TO/FROM MACHINE | |
| 06/30/2020 | Service | 12716 | REGENERATE REGENERATION | |
| 06/30/2020 | Service | 12716 | TRAVEL TO/FROM MACHINE | |
| 07/17/2020 | Service | 12749 | TROUBLESHOOT TIMER RELAY | |
| 07/17/2020 | Service | 12749 | REPAIR TIMER RELAY | |
| 07/17/2020 | Service | 12749 | TRAVEL TO/FROM MACHINE | |
| 08/11/2020 | Service | 12250 | INSPECT MACHINE | FIRST MONTH 2/24/20-3/16/20. INITIAL VISIT TO MACHINE - ALL SERVICES ARE COMPLIMENTARY - NO CHARGES |
| 08/11/2020 | Service | 12250 | INSPECT MACHINE | SECOND MONTH 3/23/20-4/13/20 INSPECTIONS |
| 08/11/2020 | Service | 12250 | INSPECT MACHINE | THIRD MONTH 4/20/20-5/11/20. INSPECTIONS |
| 08/11/2020 | Service | 12250 | INSPECT MACHINE | FIRST MONTH 2/24/20-3/16/20. INITIAL VISIT TO MACHINE - ALL SERVICES ARE COMPLIMENTARY - NO CHARGES |
| 08/11/2020 | Service | 12250 | INSPECT MACHINE | SECOND MONTH 3/23/20-4/13/20 INSPECTIONS |
| 08/11/2020 | Service | 12250 | INSPECT MACHINE | THIRD MONTH 4/20/20-5/11/20. INSPECTIONS |
| 08/11/2020 | Service | 12250 | INSPECT MACHINE | |
| 10/22/2020 | Service | 13053 | TROUBLESHOOT | |
| 10/22/2020 | Service | 13053 | TRAVEL TO/FROM MACHINE | |
| 11/17/2020 | Service | 0 | REPAIR TRANSMISSION | |
| 01/12/2021 | Service | 13064 | TROUBLESHOOT TIMER RELAY | |
| 01/12/2021 | Service | 13064 | REPAIR TIMER RELAY | |
| 01/12/2021 | Service | 13064 | TRAVEL TO/FROM MACHINE | |
| 03/31/2021 | Service | 13080 | PRODUCT PROGRAM UPDATE WIRING HARNESS | |
| 03/31/2021 | Service | 13080 | PRODUCT PROGRAM UPDATE WIRING HARNESS | |

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|------------|---------|-------|---|--|
| 04/21/2021 | Service | 13080 | TROUBLESHOOT FNL DR PLT CR HUB & RG GR | CUSTOMER COMPLAINT: TROUBLESHOOT BRAKES CAUSE OF FAILURE: LOW ACCUMULATOR PRESSURE RESULTANT DAMAGE: MINIMUM BRAKES REPAIR PROCESS COMMENTS: 01-26-2021 #1794_LOOKED UP PROCEDURE IN SIS ON HOW TO CHECK BRAKE ACCUMULATOR PRESSURE. WENT TO TOOL ROOM AND GRABBED NITROGEN CHARGE KIT. CHECKED ACCUMULATOR PRESSURE ON BOTH BRAKE ACCUMULATORS. ONE OF THE BRAKE ACCUMULATORS WAS AT 180PSI SPEC IS (698PSI). THE OTHER ACCUMULATOR WAS WITHIN CAT SPEC AT (698PSI). CLEANED UP WORK AREA AND TOOLS. |
| 04/21/2021 | Service | 13080 | TROUBLESHOOT ENGINE | CUSTOMER COMPLAINT: TROUBLESHOOT ENGINE CAUSE OF FAILURE: N/A RESULTANT DAMAGE: N/A REPAIR PROCESS COMMENTS: 02-18-2021 #1794_ ENGINE HAD OIL LEAK ONTO VALVE COVERS. CHECKED ENGINE OIL LEVEL. ENGINE OIL LEVER WAS WAY OVER FULL. PULLED ENGINE OIL SAMPLE AND SENT SAMPLE OFF. WAITING ON OIL SAMPLE RESULTS TO SEE IF CROSS CONTAMINATION HAS OCCURRED. |
| 04/21/2021 | Service | 13080 | TROUBLESHOOT TRANSMISSION | CUSTOMER COMPLAINT: TROUBLESHOOT ENGINE CAUSE OF FAILURE: N/A RESULTANT DAMAGE: N/A REPAIR PROCESS COMMENTS: 02-18-2021 #1794_ TRANSMISSION MAKING UNUSUAL NOISE. TOOK TRANS OIL SAMPLE. RUSHED SAMPLE. CODE ON MACHINE INDICATED POWER TRAIN FILTER WAS PLUGGED. REMOVED FILTER FROM FILTER HOUSING. FILTER WAS DEFINITELY CLOGGED. NO INDICATION ON WHEN FILTER WAS LAST CHANGED. FILTER WAS VERY BLOATED. FILTER WAS STUCK INSIDE HOUSING HAD TO USE PRY BAR TO REMOVE. CUT TWO PIECES OF THE FILTER OUT AND USED VICE TO SQUEEZE ALL OIL FROM FILTER. CHECKED FILTER CUT OUT FOR ANY CLUTCH MATERIAL OR OTHER FOREIGN MATERIAL. FOUND NO FOREIGN MATERIAL OR METAL IN FILTER. TRANSMISSION HAS A CAN DATA LINK COMMUNICATION CODE. VERIFIED ALL TERMINAL RESISTORS WERE PLUGGED IN. PULLED UP SCHEMATIC FOR MACHINE AND STARTED TRACING WIRES TO VERIFY WHICH ONES TO TEST RESISTANCE ON. 02-19-2021 #1794_ LOOKED UP ECM LOCATION ON SIS. REMOVED PANELS INSIDE CAB AND VERIFIED ECM HARNESS WAS PLUGGED I |
| 06/24/2021 | Service | 13080 | PRODUCT PROGRAM UPDATE PRODUCT LINK SYSTEM 321 | |
| 06/24/2021 | Service | 13080 | PRODUCT PROGRAM UPDATE PRODUCT LINK SYSTEM 321 | |
| 08/26/2021 | Service | 13086 | TROUBLESHOOT AFTERCOOLER GROUP | |
| 08/26/2021 | Service | 13086 | REPLACE TRANSMISSION OIL COOLER | |
| 08/26/2021 | Service | 13086 | TROUBLESHOOT FUEL SYSTEM | |
| 08/26/2021 | Service | 13086 | REPLACE EMS PANEL | |
| 08/26/2021 | Service | 13086 | REPLACE FUEL INJECTION LINES | |



Oil
Analysis Report

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N Las Vegas,NV 89030

| Equipment Information | | | |
|-----------------------|--------------------|-----------------|--------------------------|
| Component | Front Transmission | Sample Point | |
| Make | CATERPILLAR | Model | 627K |
| Unit Number | CE012923 | Serial Number | WTC00103 |
| Meter | 13,080 | Component Meter | 13080 |
| Jobsite | Default Site | Sample Site | |
| | | | Lab No 190221R202 |
| Fluid Information | | | |
| Fluid Type | CAT TDTO | Fluid Grade | 30 WT |
| Fluid Meter | 13,080 | Filter Changed | N |
| Fluid Changed | N | Test Package | |
| | | | Work Order No L92782A |

| | | | | | |
|-------------|------------|---------|------------|----------|------------|
| Sample Date | 02/17/2021 | Entered | 02/19/2021 | Analyzed | 02/20/2021 |
|-------------|------------|---------|------------|----------|------------|

Data Interpreter Comments Interpreted by : Alan Johnson

This sample is slightly contaminated with water. Sodium (Na), a coolant indicator, is slightly elevated. Glycol by Gas Chromatography test indicates trace amount at 0.09% glycol. Copper (Cu) is high. All other wear metal elements appear acceptable. Copper may be from chemical leaching and not abrasive wear which is no cause for concern. No other alloys such as lead and/or tin are present. Total Ferrous Debris (ppL) index appears acceptable. Particle count indicates moderate particulate contamination. ACTION ITEM(S): Check and monitor cooling system for possible oil entry. Inspect filter(s) for visual and microscopic metallic and/or non-metallic debris as a precaution. Larger wear particles, if present, may be contained in the filter. Resample in 1/2 the normal interval to monitor closely.

| Element | UOM | E | Min/Max | Current | 04/26/2019 | 03/11/2019 | 02/07/2019 | | New Oil/Ref |
|---|-------|---|---------|------------|------------|------------|------------|--|-------------|
| SAMPLE DETAILS | | | | | | | | | |
| Lab No | - | - | | 190221R202 | 270419R105 | 1303191714 | 2602192411 | | - |
| Meter | - | - | | 13080 | 11080 | 11015 | 10100 | | - |
| Fluid Meter | - | - | | 13080 | 11080 | 11015 | 10100 | | - |
| Comp Meter | - | - | | 13080 | 11080 | 11015 | 10100 | | - |
| Evaluation | - | - | | C | A | A | A | | - |
| Crackle (Contingent) : Water Content by Crackle : In-House | | | | | | | | | |
| Water | - | - | | Pos | | | | | |
| DEBRIS : Visible Debris : - | | | | | | | | | |
| Debris | - | - | | No | No | No | No | | |
| V100 : Viscosity @ 100°C : ASTM D445 | | | | | | | | | |
| V100 | cSt | - | | 9.67 | 10.63 | 10.42 | 10.28 | | 10.8 |
| Gly-GC (Contingent) : Glycol % Detection by Gas Chromatograph : ASTM D4291 | | | | | | | | | |
| GC Glycol | % Vol | - | | 0.09 | | | | | |
| KFW : Moisture by Karl Fischer : ASTM D6304 | | | | | | | | | |
| KF Water | ppm | - | | 1593 | | | | | |
| ICP : Inductively Coupled Plasma : ASTM D5185 ICP | | | | | | | | | |
| Fe | ppm | - | | 8 | 7 | 8 | 10 | | |
| Cu | ppm | - | | 160 | 19 | 27 | 29 | | |

| Element | UOM | E | Min/Max | Current | 04/26/2019 | 03/11/2019 | 02/07/2019 | | New Oil/Ref |
|--|---------|---|---------|----------|------------|------------|------------|--|-------------|
| Pb | ppm | - | | 2 | 1 | 1 | 2 | | |
| Sn | ppm | - | | 1 | 0 | 1 | 0 | | |
| Cr | ppm | - | | 0 | 0 | 0 | 0 | | |
| Ni | ppm | - | | 0 | 1 | 1 | 1 | | |
| Ti | ppm | - | | 0 | 0 | 0 | 0 | | 0 |
| Al | ppm | - | | 1 | 2 | 2 | 2 | | |
| Si | ppm | - | | 6 | 4 | 4 | 7 | | 3 |
| Na | ppm | - | | 10 | 2 | 1 | 1 | | 4 |
| K | ppm | - | | 2 | 3 | 1 | 1 | | 2 |
| B | ppm | - | | 6 | 2 | 2 | 2 | | 2 |
| Ca | ppm | - | | 1850 | 3029 | 2696 | 3335 | | 2900 |
| Mg | ppm | - | | 18 | 14 | 10 | 12 | | 15 |
| P | ppm | - | | 796 | 1019 | 984 | 1262 | | 1040 |
| Zn | ppm | - | | 953 | 1316 | 1235 | 1386 | | 1250 |
| Mo | ppm | - | | 5 | 0 | 1 | 0 | | 0 |
| Li | ppm | - | | 0 | 0 | 0 | 0 | | |
| Sb | ppm | - | | 1 | 0 | 0 | 1 | | |
| Ba | ppm | - | | 0 | 0 | 0 | 0 | | 0 |
| Cd | ppm | - | | 0 | 0 | 0 | 0 | | 0 |
| Mn | ppm | - | | 0 | 0 | 0 | 0 | | 0 |
| Ag | ppm | - | | 0 | 0 | 0 | 0 | | |
| V | ppm | - | | 0 | 0 | 0 | 0 | | 0 |
| Bi | ppm | - | | 0 | | | | | |
| In | ppm | - | | 0 | | | | | |
| RFS : Rotrode Filter Spectroscopy : In-House | | | | | | | | | |
| Fe RFS | N/A | - | | 0 | | | | | |
| Cr RFS | N/A | - | | 1 | | | | | |
| Pb RFS | N/A | - | | 0 | | | | | |
| Cu RFS | N/A | - | | 91 | | | | | |
| Sn RFS | N/A | - | | 0 | | | | | |
| Al RFS | N/A | - | | 0 | | | | | |
| Ni RFS | N/A | - | | 0 | | | | | |
| Ag RFS | - | - | | 0 | | | | | |
| Ti RFS | N/A | - | | 0 | | | | | |
| Si RFS | N/A | - | | 0 | | | | | |
| V RFS | - | - | | 0 | | | | | |
| APC : Automatic Particle Count (Cumulative) by Direct Imaging - ISO Classification : ASTM D7596 | | | | | | | | | |
| 4u | Part/mL | - | | 672461 | 297 | 3210 | 7908 | | |
| 6u | Part/mL | - | | 98780 | 88 | 1309 | 1452 | | |
| 14u | Part/mL | - | | 394 | 16 | 140 | 166 | | |
| 21u | Part/mL | - | | 30 | 7 | 50 | 73 | | |
| 38u | Part/mL | - | | 0 | 0 | 8 | 12 | | |
| 70u | Part/mL | - | | 0 | 0 | 0 | 0 | | |
| ISO | N/A | - | | 27/24/16 | 15/14/11 | 19/18/14 | 20/18/15 | | |
| Cutting | Part/mL | - | | 37 | 3 | 7 | 10 | | |
| Sliding | Part/mL | - | | 127 | 0 | 9 | 9 | | |
| Fatigue | Part/mL | - | | 120 | 7 | 21 | 38 | | |
| Non Metallic | Part/mL | - | | 63 | 4 | 74 | 91 | | |
| Fibers | Part/mL | - | | 10 | 2 | 0 | 4 | | |
| Total Part/ml | Part/mL | - | | 672461 | 297 | 3210 | 7908 | | |

| Element | UOM | E | Min/Max | Current | 04/26/2019 | 03/11/2019 | 02/07/2019 | | New Oil/Ref |
|---|----------|---|---------|---------|------------|------------|------------|--|-------------|
| PQL : Particle Quantifier Index : In-House | | | | | | | | | |
| pqL Index | N/A | - | | 0 | 0 | 0 | 7 | | |
| FTIR : FT-IR Spectroscopy : ASTM E2412 | | | | | | | | | |
| OXI | ABS/CM-1 | - | | 3 | 3 | 3 | 3 | | 3 |
| NIT | ABS/CM-1 | - | | 4 | 4 | 4 | 4 | | 4 |
| Sulf | ABS/CM-1 | - | | 13 | 18 | 19 | 17 | | |
| AW | ABS/CM-1 | - | | 14 | 11 | 12 | 11 | | 11 |
| FT-IR Glycol | ABS/CM-1 | - | | 0 | 1 | 2 | 1 | | 1 |
| FT-IR Water | ABS/CM-1 | - | | 32 | 13 | 15 | 16 | | 12 |



Understanding your Report

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Sample Details contain the actual laboratory test data, organized into sub-sections which identify the applicable ASTM test method.

Column Identification

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UOM displays the Unit of Measure for the test, such as parts per million.

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New Oil/Ref column contains reference oil test data for the lubricant if provided.

Key to Analytes

Viscosity

V40: Viscosity at 40C deg V100: Viscosity at 100C deg VI: Viscosity Index

ICP Fine Metals and Total Ferrous Debris

| | | | | |
|-------------|---------------|---------------|----------------|--------------|
| Ag: Silver | Al: Aluminum | B: Boron | Ba: Barium | Ca: Calcium |
| Cd: Cadmium | Cr: Chrome | Cu: Copper | Fe: Iron | K: Potassium |
| Li: Lithium | Mg: Magnesium | Mn: Manganese | Mo: Molybdenum | Na: Sodium |
| Ni: Nickel | P: Phosphorus | Pb: Lead | Sb: Antimony | Si: Silicon |
| Sn: Tin | Ti: Titanium | V: Vanadium | Zn: Zinc | |

pqL Index: Total Ferrous Debris

Infrared Spectroscopy

| | | | | |
|------------------------------|----------------|--------------------------------|----------------|--------------|
| Soot: Soot | OXI: Oxidation | Sulf: Sulfation | Nit: Nitration | AW: Antiwear |
| FT-IR Water: Water Screening | | FT-IR Glycol: Glycol Screening | | |

Contaminates

| | | | |
|----------------------|---------------------|--------------------------|---------------------|
| Water: Water Pos/Neg | KF Water: Water ppm | GC Fuel: % Fuel/Gasoline | GC Glycol: % Glycol |
|----------------------|---------------------|--------------------------|---------------------|

Particle Count

| | | | | |
|-----------------|-------------------------|-----------------|-----------------|-----------------|
| 4u: 4 microns | 6u: 6 microns | 14u: 14 microns | 21u: 21 microns | 38u: 38 microns |
| 70u: 70 microns | ISO Code: ISO 4406:1999 | | | |

For more information on understanding your report visit www.cashmanfluidsanalysis.com

Cashman Fluids Analysis
600 Glendale Ave
Sparks, NV 89431
866.224.3087

oilab@cashmanfluidsanalysis.com

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| Equipment Information | | | |
|-----------------------|--------------------|-----------------|---------------------------|
| Component | Rear Transmission | Sample Point | |
| Make | CATERPILLAR | Model | 627K |
| Unit Number | CE012923 | Serial Number | WTC00103 |
| Meter | 12,203 | Component Meter | 12203 |
| Jobsite | Default Site | Sample Site | Table Mountain 050 Blanco |
| | | | Lab No 2802201404 |
| Fluid Information | | | |
| Fluid Type | UNKNOWN BRAND/TYPE | Fluid Grade | 30 WT |
| Fluid Meter | 12,203 | Filter Changed | N |
| Fluid Changed | N | Test Package | |
| | | | Work Order No LH87948 |

Sample Date 02/24/2020 Entered 02/28/2020 Analyzed 02/29/2020

Data Interpreter Comments Interpreted by : Will Miller
Wear Rate Analysis is acceptable for the operating time on the oil. Total Ferrous Debris (ppL) index appears acceptable. Particle count indicates high particulate contamination increase from previous sample. Resample ASAP to verify these results prior to any additional corrective action.

| Element | UOM | E | Min/Max | Current | 03/11/2019 | 02/07/2019 | | | New Oil/Ref |
|--|-----|---|---------|------------|------------|------------|--|--|-------------|
| SAMPLE DETAILS | | | | | | | | | |
| Lab No | - | - | | 2802201404 | 1303191713 | 2602192413 | | | - |
| Meter | - | - | | 12203 | 11015 | 10100 | | | - |
| Fluid Meter | - | - | | 12203 | 11015 | 10100 | | | - |
| Comp Meter | - | - | | 12203 | 11015 | 10100 | | | - |
| Evaluation | - | - | | C | A | A | | | - |
| DEBRIS : Visible Debris : - | | | | | | | | | |
| Debris | - | - | | No | No | No | | | |
| V100 : Viscosity @ 100°C : ASTM D445 | | | | | | | | | |
| V100 | cSt | - | | 11.06 | 10.97 | 10.92 | | | 10.8 |
| ICP : Inductively Coupled Plasma : ASTM D5185 ICP | | | | | | | | | |
| Fe | ppm | - | | 10 | 7 | 9 | | | |
| Cu | ppm | - | | 3 | 3 | 2 | | | |
| Pb | ppm | - | | 0 | 0 | 0 | | | |
| Sn | ppm | - | | 0 | 1 | 0 | | | |
| Cr | ppm | - | | 0 | 0 | 0 | | | |
| Ni | ppm | - | | 0 | 0 | 0 | | | |
| Ti | ppm | - | | 0 | 0 | 0 | | | |

| Element | UOM | E | Min/Max | Current | 03/11/2019 | 02/07/2019 | | | New Oil/Ref |
|--|----------|---|---------|----------|------------|------------|--|--|-------------|
| Al | ppm | - | | 3 | 3 | 3 | | | |
| Si | ppm | - | | 7 | 5 | 5 | | | |
| Na | ppm | - | | 3 | 2 | 1 | | | |
| K | ppm | - | | 2 | 1 | 1 | | | |
| B | ppm | - | | 0 | 1 | 1 | | | |
| Ca | ppm | - | | 2987 | 2696 | 3368 | | | |
| Mg | ppm | - | | 16 | 14 | 17 | | | |
| P | ppm | - | | 1045 | 975 | 1241 | | | |
| Zn | ppm | - | | 1287 | 1235 | 1380 | | | |
| Mo | ppm | - | | 1 | 1 | 0 | | | |
| Li | ppm | - | | 0 | 0 | 0 | | | |
| Sb | ppm | - | | 1 | 0 | 0 | | | |
| Ba | ppm | - | | 0 | 0 | 0 | | | |
| Cd | ppm | - | | 0 | 0 | 0 | | | |
| Mn | ppm | - | | 0 | 0 | 0 | | | |
| Ag | ppm | - | | 0 | 0 | 0 | | | |
| V | ppm | - | | 0 | 0 | 0 | | | |
| Bi | ppm | - | | 0 | | | | | |
| In | ppm | - | | 0 | | | | | |
| APC : Automatic Particle Count (Cumulative) by Direct Imaging - ISO Classification : ASTM D7596 | | | | | | | | | |
| 4u | Part/mL | - | | 28027 | 2718 | 13185 | | | |
| 6u | Part/mL | - | | 8936 | 818 | 1796 | | | |
| 14u | Part/mL | - | | 601 | 89 | 94 | | | |
| 21u | Part/mL | - | | 221 | 32 | 27 | | | |
| 38u | Part/mL | - | | 37 | 2 | 3 | | | |
| 70u | Part/mL | - | | 2 | 0 | 0 | | | |
| ISO | N/A | - | | 22/20/16 | 19/17/14 | 21/18/14 | | | |
| Cutting | Part/mL | - | | 51 | 4 | 8 | | | |
| Sliding | Part/mL | - | | 47 | 8 | 5 | | | |
| Fatigue | Part/mL | - | | 195 | 11 | 20 | | | |
| Non Metallic | Part/mL | - | | 223 | 54 | 46 | | | |
| Fibers | Part/mL | - | | 8 | 0 | 0 | | | |
| Total Part/ml | Part/mL | - | | 28027 | 2718 | 13185 | | | |
| PQL : Particle Quantifier Index : In-House | | | | | | | | | |
| pqL Index | N/A | - | | 6 | 0 | 7 | | | |
| FTIR : FT-IR Spectroscopy : ASTM E2412 | | | | | | | | | |
| OXI | ABS/CM-1 | - | | 3 | 3 | 3 | | | |
| NIT | ABS/CM-1 | - | | 4 | 4 | 4 | | | |
| Sulf | ABS/CM-1 | - | | 18 | 18 | 17 | | | |
| AW | ABS/CM-1 | - | | 12 | 12 | 11 | | | |
| FT-IR Glycol | ABS/CM-1 | - | | 1 | 1 | 1 | | | |
| FT-IR Water | ABS/CM-1 | - | | 13 | 14 | 13 | | | |



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A-No Action (Green) B-Monitor (Yellow) C-Action (Orange) X Immediate Action (Red)

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Key to Analytes

Viscosity

V40: Viscosity at 40C deg V100: Viscosity at 100C deg VI: Viscosity Index

ICP Fine Metals and Total Ferrous Debris

| | | | | |
|-------------|---------------|---------------|----------------|--------------|
| Ag: Silver | Al: Aluminum | B: Boron | Ba: Barium | Ca: Calcium |
| Cd: Cadmium | Cr: Chrome | Cu: Copper | Fe: Iron | K: Potassium |
| Li: Lithium | Mg: Magnesium | Mn: Manganese | Mo: Molybdenum | Na: Sodium |
| Ni: Nickel | P: Phosphorus | Pb: Lead | Sb: Antimony | Si: Silicon |
| Sn: Tin | Ti: Titanium | V: Vanadium | Zn: Zinc | |

ppL Index: Total Ferrous Debris

Infrared Spectroscopy

| | | | | |
|------------------------------|----------------|--------------------------------|----------------|--------------|
| Soot: Soot | OXI: Oxidation | Sulf: Sulfation | Nit: Nitration | AW: Antiwear |
| FT-IR Water: Water Screening | | FT-IR Glycol: Glycol Screening | | |

Contaminates

| | | | |
|----------------------|---------------------|--------------------------|---------------------|
| Water: Water Pos/Neg | KF Water: Water ppm | GC Fuel: % Fuel/Gasoline | GC Glycol: % Glycol |
|----------------------|---------------------|--------------------------|---------------------|

Particle Count

| | | | | |
|-----------------|-------------------------|-----------------|-----------------|-----------------|
| 4u: 4 microns | 6u: 6 microns | 14u: 14 microns | 21u: 21 microns | 38u: 38 microns |
| 70u: 70 microns | ISO Code: ISO 4406:1999 | | | |

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| Equipment Information | | | |
|-----------------------|--------------------|-----------------|-----------------------|
| Component | Front Engine | Sample Point | |
| Make | CATERPILLAR | Model | 627K |
| Unit Number | CE012923 | Serial Number | WTC00103 |
| Meter | 13,080 | Component Meter | 13080 |
| Jobsite | Default Site | Sample Site | |
| | | | Lab No 190221R206 |
| Fluid Information | | | |
| Fluid Type | UNKNOWN BRAND/TYPE | Fluid Grade | 15W40 |
| Fluid Meter | 2,107 | Filter Changed | N |
| Fluid Changed | N | Test Package | |
| | | | Work Order No L92782A |

Sample Date 02/18/2021 Entered 02/19/2021 Analyzed 02/20/2021

Data Interpreter Comments Interpreted by : Alan Johnson
Sodium (Na), a coolant indicator, is slightly elevated.Glycol by Gas Chromatography test indicates 0.39% glycol. Trace level antifreeze / coolant entry may be indicated.Viscosity test (V100) indicates oil is in SAE 30 range (9.3 - 12.4).Fuel dilution by gas chromatography ULSD method is at ()%.ACTION ITEM(S):Check and monitor cooling system for loss of coolant. Check and watch for other signs of coolant entry such as white smoke and external leaks. If other indicators are present repair may be necessary.Find and correct the source of fuel dilution to avoid the risk of engine damage.Schedule unit as soon as possible to assess and resolve condition reducing risk of more costly repairs.

| Element | UOM | E | Min/Max | Current | 03/10/2020 | 04/26/2019 | 03/11/2019 | 02/28/2019 | New Oil/Ref |
|--|-------|---|---------|------------|------------|------------|------------|------------|-------------|
| SAMPLE DETAILS | | | | | | | | | |
| Lab No | - | - | | 190221R206 | 1203201106 | 270419R122 | 130319R105 | 0103191419 | - |
| Meter | - | - | | 13080 | 12321 | 11080 | 11015 | 10973 | - |
| Fluid Meter | - | - | | 2107 | 1348 | 107 | 42 | 10973 | - |
| Comp Meter | - | - | | 13080 | 12321 | 11080 | 11015 | 10973 | - |
| Evaluation | - | - | | X | C | C | A | C | - |
| Crackle (Contingent) : Water Content by Crackle : In-House | | | | | | | | | |
| Water | - | - | | Neg | | | | | |
| V100 : Viscosity @ 100°C : ASTM D445 | | | | | | | | | |
| V100 | cSt | - | | 10.43 | 13.53 | 12.26 | 12.62 | 11.83 | |
| Fuel-GC (Contingent) : Fuel Dillution % Detection by Gas Chromatograph : ASTM D7593 | | | | | | | | | |
| GC Fuel | % Vol | - | | 11.82 | | 1.70 | 0.70 | 2.50 | |
| Gly-GC (Contingent) : Glycol % Detection by Gas Chromatograph : ASTM D4291 | | | | | | | | | |
| GC Glycol | % Vol | - | | 0.39 | 0.00 | 0.00 | | 0.00 | |
| ICP : Inductively Coupled Plasma : ASTM D5185 ICP | | | | | | | | | |
| Fe | ppm | - | | 11 | 63 | 15 | 11 | 35 | |
| Cu | ppm | - | | 4 | 12 | 4 | 3 | 13 | |
| Pb | ppm | - | | 0 | 7 | 0 | 0 | 2 | |

| Element | UOM | E | Min/Max | Current | 03/10/2020 | 04/26/2019 | 03/11/2019 | 02/28/2019 | New Oil/Ref |
|---|----------|---|---------|---------|------------|------------|------------|------------|-------------|
| Sn | ppm | - | | 0 | 1 | 0 | 0 | 1 | |
| Cr | ppm | - | | 0 | 2 | 0 | 0 | 1 | |
| Ni | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Ti | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Al | ppm | - | | 2 | 2 | 2 | 2 | 3 | |
| Si | ppm | - | | 4 | 5 | 4 | 3 | 5 | |
| Na | ppm | - | | 53 | 210 | 37 | 24 | 55 | |
| K | ppm | - | | 3 | 3 | 3 | 1 | 2 | |
| B | ppm | - | | 4 | 12 | 39 | 41 | 34 | |
| Ca | ppm | - | | 915 | 1510 | 1808 | 1629 | 2254 | |
| Mg | ppm | - | | 834 | 694 | 459 | 427 | 340 | |
| P | ppm | - | | 928 | 1070 | 971 | 933 | 1097 | |
| Zn | ppm | - | | 1040 | 1210 | 1194 | 1086 | 1259 | |
| Mo | ppm | - | | 55 | 93 | 44 | 37 | 42 | |
| Li | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Sb | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Ba | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Cd | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Mn | ppm | - | | 0 | 1 | 0 | 0 | 1 | |
| Ag | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| V | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Bi | ppm | - | | 0 | 0 | | | | |
| In | ppm | - | | 0 | 0 | | | | |
| RFS : Rotrode Filter Spectroscopy : In-House | | | | | | | | | |
| Fe RFS | N/A | - | | 15 | | | | | |
| Cr RFS | N/A | - | | 1 | | | | | |
| Pb RFS | N/A | - | | 0 | | | | | |
| Cu RFS | N/A | - | | 2 | | | | | |
| Sn RFS | N/A | - | | 0 | | | | | |
| Al RFS | N/A | - | | 0 | | | | | |
| Ni RFS | N/A | - | | 0 | | | | | |
| Ag RFS | - | - | | 0 | | | | | |
| Ti RFS | N/A | - | | 0 | | | | | |
| Si RFS | N/A | - | | 0 | | | | | |
| V RFS | - | - | | 0 | | | | | |
| PQL : Particle Quantifier Index : In-House | | | | | | | | | |
| pqL Index | N/A | - | | 0 | 5 | 5 | 0 | 0 | |
| FTIR : FT-IR Spectroscopy : ASTM E2412 | | | | | | | | | |
| Soot | ABS/CM-1 | - | | 0 | 53 | 15 | 10 | 29 | |
| OXI | ABS/CM-1 | - | | 12 | 23 | 20 | 19 | 20 | |
| NIT | ABS/CM-1 | - | | 6 | 12 | 8 | 7 | 11 | |
| Sulf | ABS/CM-1 | - | | 18 | 28 | 24 | 25 | 26 | |
| AW | ABS/CM-1 | - | | 18 | 19 | 19 | 19 | 17 | |
| FT-IR Glycol | ABS/CM-1 | - | | 0 | 0 | 0 | 0 | 0 | |
| FT-IR Water | ABS/CM-1 | - | | 29 | 18 | 14 | 9 | 17 | |



Understanding your Report

Comprehensive Condition Testing

This report contains a sequence of tests designed to evaluate the component or system for wear rate, contamination and lubricant condition. Standard Test Packages are recommended based on criteria such as the type and criticality level of the system or component being analysed. Custom test packages are also available as a value added service.

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Analyst Comments contains descriptive interpretation, evaluation and recommendation statements the analyst has assigned which support the Overall Evaluation.

Sample Details contain the actual laboratory test data, organized into sub-sections which identify the applicable ASTM test method.

Column Identification

Element contains the names of the specific test analyte.

UOM displays the Unit of Measure for the test, such as parts per million.

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New Oil/Ref column contains reference oil test data for the lubricant if provided.

Key to Analytes

Viscosity

V40: Viscosity at 40C deg V100: Viscosity at 100C deg VI: Viscosity Index

ICP Fine Metals and Total Ferrous Debris

| | | | | |
|-------------|---------------|---------------|----------------|--------------|
| Ag: Silver | Al: Aluminum | B: Boron | Ba: Barium | Ca: Calcium |
| Cd: Cadmium | Cr: Chrome | Cu: Copper | Fe: Iron | K: Potassium |
| Li: Lithium | Mg: Magnesium | Mn: Manganese | Mo: Molybdenum | Na: Sodium |
| Ni: Nickel | P: Phosphorus | Pb: Lead | Sb: Antimony | Si: Silicon |
| Sn: Tin | Ti: Titanium | V: Vanadium | Zn: Zinc | |

ppL Index: Total Ferrous Debris

Infrared Spectroscopy

| | | | | |
|------------------------------|----------------|--------------------------------|----------------|--------------|
| Soot: Soot | OXI: Oxidation | Sulf: Sulfation | Nit: Nitration | AW: Antiwear |
| FT-IR Water: Water Screening | | FT-IR Glycol: Glycol Screening | | |

Contaminates

| | | | |
|----------------------|---------------------|--------------------------|---------------------|
| Water: Water Pos/Neg | KF Water: Water ppm | GC Fuel: % Fuel/Gasoline | GC Glycol: % Glycol |
|----------------------|---------------------|--------------------------|---------------------|

Particle Count

| | | | | |
|-----------------|-------------------------|-----------------|-----------------|-----------------|
| 4u: 4 microns | 6u: 6 microns | 14u: 14 microns | 21u: 21 microns | 38u: 38 microns |
| 70u: 70 microns | ISO Code: ISO 4406:1999 | | | |

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Cashman Fluids Analysis
600 Glendale Ave
Sparks, NV 89431
866.224.3087

oilab@cashmanfluidsanalysis.com

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Oil
Analysis Report

866.224.3087
www.cashmanfluidsanalysis.com

eco Henderson Caterpillar Used Invento
Do Not Mail
N Las Vegas, NV 89030

| Equipment Information | | | | | |
|-----------------------|--------------|-----------------|---------------------------|----------------------|------------|
| Component | Rear Engine | Sample Point | | A - No Action | A |
| Make | CATERPILLAR | Model | 627K | B - Monitor | |
| Unit Number | CE012923 | Serial Number | WTC00103 | C - Action | |
| Meter | 12,321 | Component Meter | 12321 | X - Immediate Action | |
| Jobsite | Default Site | Sample Site | Table Mountain 050 Blanco | Lab No | 1203201107 |
| Fluid Information | | | | | |
| Fluid Type | CAT DEO | Fluid Grade | 15W40 | | |
| Fluid Meter | 12,321 | Filter Changed | N | Work Order No | |
| Fluid Changed | N | Test Package | | lh87948 | |

| | | | | | |
|-------------|------------|---------|------------|----------|------------|
| Sample Date | 03/10/2020 | Entered | 03/12/2020 | Analyzed | 03/14/2020 |
|-------------|------------|---------|------------|----------|------------|

Data Interpreter Comments Interpreted by : Alan Johnson

Wear Rate, Oil Condition and Total Ferrous Debris (ppL) index are acceptable. No action required. Continue to build a reliable operating trend. Sample again at the next scheduled service interval.

| Element | UOM | E | Min/Max | Current | 04/26/2019 | 03/29/2019 | 03/19/2019 | 03/11/2019 | New Oil/Ref |
|--|-----|---|---------|------------|------------|------------|------------|------------|-------------|
| SAMPLE DETAILS | | | | | | | | | |
| Lab No | - | - | | 1203201107 | 270419R123 | 0204192221 | 210319R303 | 130319R106 | - |
| Meter | - | - | | 12321 | 11080 | 11030 | 11030 | 11015 | - |
| Fluid Meter | - | - | | 12321 | 11080 | 1133 | 11030 | 42 | - |
| Comp Meter | - | - | | 12321 | 11080 | 11030 | 11030 | 11015 | - |
| Evaluation | - | - | | A | A | A | X | X | - |
| V100 : Viscosity @ 100°C : ASTM D445 | | | | | | | | | |
| V100 | cSt | - | | 14.43 | 13.20 | 11.77 | 8.48 | 9.30 | 15.62 |
| ICP : Inductively Coupled Plasma : ASTM D5185 ICP | | | | | | | | | |
| Fe | ppm | - | | 34 | 4 | 2 | 3 | 3 | |
| Cu | ppm | - | | 2 | 0 | 0 | 0 | 0 | |
| Pb | ppm | - | | 9 | 0 | 0 | 0 | 0 | |
| Sn | ppm | - | | 1 | 0 | 0 | 0 | 1 | |
| Cr | ppm | - | | 1 | 0 | 0 | 0 | 0 | |
| Ni | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Ti | ppm | - | | 0 | 0 | 1 | 0 | 0 | 0 |
| Al | ppm | - | | 4 | 2 | 1 | 1 | 1 | 1 |
| Si | ppm | - | | 18 | 19 | 9 | 3 | 3 | 6 |

| Element | UOM | E | Min/Max | Current | 04/26/2019 | 03/29/2019 | 03/19/2019 | 03/11/2019 | New Oil/Ref |
|---|----------|---|---------|---------|------------|------------|------------|------------|-------------|
| Na | ppm | - | | 4 | 2 | 2 | 3 | 2 | 1 |
| K | ppm | - | | 0 | 3 | 1 | 1 | 1 | 1 |
| B | ppm | - | | 18 | 58 | 52 | 43 | 44 | 2 |
| Ca | ppm | - | | 1490 | 1714 | 1938 | 1415 | 1330 | 2936 |
| Mg | ppm | - | | 668 | 548 | 418 | 436 | 422 | 376 |
| P | ppm | - | | 1040 | 974 | 1010 | 835 | 801 | 1474 |
| Zn | ppm | - | | 1190 | 1181 | 1167 | 970 | 931 | 1497 |
| Mo | ppm | - | | 55 | 40 | 32 | 33 | 32 | 1 |
| Li | ppm | - | | 0 | 0 | 0 | 0 | 0 | 0 |
| Sb | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Ba | ppm | - | | 0 | 0 | 0 | 0 | 0 | 0 |
| Cd | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Mn | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| Ag | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| V | ppm | - | | 0 | 0 | 0 | 0 | 0 | |
| PQL : Particle Quantifier Index : In-House | | | | | | | | | |
| pqL Index | N/A | - | | 6 | 0 | 0 | 0 | 0 | |
| FTIR : FT-IR Spectroscopy : ASTM E2412 | | | | | | | | | |
| Soot | ABS/CM-1 | - | | 37 | 0 | 0 | 0 | 0 | |
| OXI | ABS/CM-1 | - | | 27 | 19 | 15 | 17 | 18 | 13 |
| NIT | ABS/CM-1 | - | | 13 | 5 | 4 | 6 | 6 | 4 |
| Sulf | ABS/CM-1 | - | | 27 | 22 | 21 | 21 | 22 | 17 |
| AW | ABS/CM-1 | - | | 19 | 19 | 17 | 18 | 18 | 20 |
| FT-IR Glycol | ABS/CM-1 | - | | 0 | 0 | 0 | 0 | 0 | 0 |
| FT-IR Water | ABS/CM-1 | - | | 20 | 14 | 14 | 8 | 8 | 15 |



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pqL Index: Total Ferrous Debris

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