

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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CUSTOMER INVOICE

TO VIEW ONLINE GO TO:	butlermachinery.billtrust.com	USE THIS ENROLLMENT TOKEN:	ZSH WXP KPP
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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	812	10-07-23	04WO0333668	1 of 2
SHIP VIA		DOC DATE	REFERENCE NO.		
		10-04-23	SF01356		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	14141.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

TROUBLESHOOT THROTTLE
REAR

COMPLAINT: THROTTLE PEDALS ARE HARD TO PUSH
CAUSE: BUSHINGS ARE WORN OUT
CORRECTION: INSPECTED THE THROTTLE PEDALS, ROLLERS
FOR THE PEDALS ARE WORN OUT.

TOTAL LABOR	SEG. 01	109.00 *
SEGMENT 01 TOTAL		109.00 T

REPLACE PEDAL BUSHING

COMPLAINT: THROTTLE PEDALS ARE HARD TO PUSH
CAUSE: THROTTLE BUSHINGS ARE WORN OUT
CORRECTION: REMOVED AND INSTALLED BUSHINGS. TESTED
OPERATION.

2	140-2961	KIT-ROLLER	S	81.30	162.60
		TOTAL PARTS	SEG. 02		162.60 *
		TOTAL LABOR	SEG. 02		123.50 *
		SEGMENT 02 TOTAL			286.10 T

REPLACE WINDSHIELD WIPER MOTOR

COMPLAINT: WINDSHIELD WIPER DOESN'T WORK.
CAUSE: FAILED WIPER MOTOR.
CORRECTION: REMOVED THE PANELS. REMOVED AND

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		10-04-23	SF01356		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	OWTC00102	14141.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

INSTALLED THE WIPER ARM AND THE MOTOR. TESTED OPERATION.

TOTAL LABOR	SEG. 03	166.50 *
SEGMENT 03 TOTAL		166.50 T

TRAVEL TO/FROM MACHINE

1.00	SERVICE CALL Z7	595.00
	TOTAL MISC CHGS	595.00 *
	SEGMENT 9A TOTAL	595.00 T

HANDLING CHARGE	9.76 T
SD STATE TAX	48.99 T
MITCHELL CITY TAX	23.33 T

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\$1,238.68

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 1124 34TH AVE
 BROOKINGS SD 57006-6534

SHIP TO

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	KEVIN WYNIA	09-26-23	04WO0332967	1 of 2
SHIP VIA		DOC.DATE	REFERENCE NO.		
		09-20-23	SF00999		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	14081.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

MITCHELL, SDHWY 37 AND 257TH STREET
 TROUBLESHOOT CLEAN EMISSIONS MODULE
 COMPLAINT: ACTIVE 3427-5 AFTERTREATMENT FUEL PUMP
 RELAY: CURRENT BELOW NORMAL. E992 (3) E995 (3)
 E1052 (2). ALL FAULTS ARE ON ENGINE #2
 AFTERTREATMENT CONTROLLER.
 CAUSE: FAILED RELAY.
 RESULTANT DAMAGE: ENGINE WOULD NOT COULD NOT GET
 FUEL TO REGEN.
 CORRECTION: HOOKED UP TO MACHINE AND CHECKED
 FAULTS. LOOKED INTO ACTIVE 3427-5 AND LOOKED INTO
 RELAYS. PULLED ONE OF THE RELAYS THAT WAS NOT USED
 IN THE CAB AND SWAPPED IT OUT WITH THE
 AFTERTREATMENT FUEL PUMP RELAY AND CODE WENT AWAY.
 REAR ENGINE IS DERATED TO RUN FOR ONLY 60 SECONDS.
 WARMED MACHINE UP AND COMPLETED A MANUAL REGEN AND
 EVERYTHING WORKED AS IT SHOULD. NOTIFIED CUSTOMER
 AND RETURNED MACHINE TO SERVICE. CUSTOMER DID NOT
 WANT ANOTHER RELAY ORDERED TO REPLACE THE ONE THAT
 WAS TAKEN OUT.

COPY

TOTAL LABOR	SEG. 01	253.00 *
SEGMENT 01 TOTAL		253.00 T

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	KEVIN WYNIA	09-26-23	04WO0332967	2 of 2
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		09-20-23	SF00999		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	14081.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

TRAVEL TO/FROM MACHINE

1.00

SERVICE CALL Z7

595.00

TOTAL MISC CHGS

SEG. 9A

595.00 *

SEGMENT 9A TOTAL

595.00 T

SD STATE TAX

35.62 T

MITCHELL CITY TAX

16.96 T



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\$900.58

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
13	C78767	812	09-15-23	13WO0042574	1 of 1
SHIP VIA			DOC.DATE	REFERENCE NO.	
			09-08-23	1330406	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	14021.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

RURAL MITCHELL-AT SOY BEAN PLANT
PERFORM TA 1 INSPECTION

F/R LBR 195.00 *
SEGMENT 01 TOTAL 195.00 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

SD STATE TAX 11.76 T

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\$291.76

ENGINE FRONT

E070-53300-6468

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 27-Oct-23

EQUIP NUM: 812

CAT 627K

No Action Required

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

SERIAL NUMBER: WTC00102

Interp By: Scot Sorensen

Interpreted On: 27-Oct-23

SAMPLE INFORMATION

	24-Oct-23	14-Sep-23	21-Jun-23	11-Apr-23
Sampled Date	24-Oct-23	14-Sep-23	21-Jun-23	11-Apr-23
Sample ID	E070-53300-6468	E070-53268-5274	E070-53180-6096	E070-53107-2962
Sampled By	5137	4967	Riley	
Lab Date	27-Oct-23	25-Sep-23	29-Jun-23	17-Apr-23
Meter [Hr]	14287	14032	13745	13477
Meter on Fluid	255			
Fluid Brand	CAT	CAT		
Fluid Weight	10W-30	10W-30		
Fluid Type				
Fluid Changed	Y	Y	U	U
Filter Changed	Y	Y	U	U
Kidney Loop	U	U	U	U
Total Fluid Added	0	0	0	0

WEAR LEVELS / ADDITIVES

		24-Oct-23	14-Sep-23	21-Jun-23	11-Apr-23
ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT]					
Cu	Copper	190	278	435	2
Fe	Iron	30	23	28	13
Cr	Chromium	2	1	2	0
Ni	Nickel	0	0	0	0
Ti	Titanium	0	0	0	0
V	Vanadium	0	0	0	0
Pb	Lead	1	0	2	0
Sn	Tin	2	1	1	0
Al	Aluminum	3	3	6	3
Si	Silicon	5	6	10	11
Na	Sodium	4	4	18	5
K	Potassium	2	4	29	3
Mo	Molybdenum	55	59	58	53
B	Boron	10	0	1	4
Ba	Barium	0	0	0	1
Ca	Calcium	1439	1042	1099	1021
Mg	Magnesium	768	887	855	725
Mn	Manganese	1	1	0	0
P	Phosphorus	1012	987	1069	1008
Zn	Zinc	1281	1215	1289	1185

PREVIOUS SAMPLE

Copper is testing lower. The other test results appear to indicate normal levels for this compartment. Continue to monitor.

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

CONDITION / CONTAMINATION

		24-Oct-23	14-Sep-23	21-Jun-23	11-Apr-23
VISCOSITY (CENTISTOKES) ASTM D445					
V100	Viscosity at 100 C	12.30	11.50	12.40	13.80

INFRARED (UFM) ASTM E2412

		24-Oct-23	14-Sep-23	21-Jun-23	11-Apr-23
ST	Soot	22	12	20	8
SUL	Sulfur Products	28	24	26	19
OXI	Oxidation	25	20	22	15
NIT	Nitration	12	10	12	8

ANTIFREEZE

		24-Oct-23	14-Sep-23	21-Jun-23	11-Apr-23
A	Antifreeze	N	N	N	N

FUEL

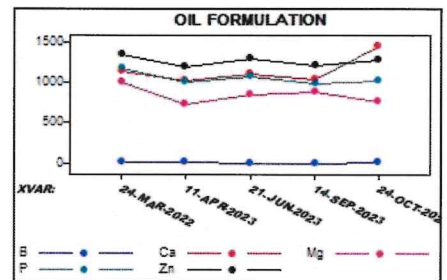
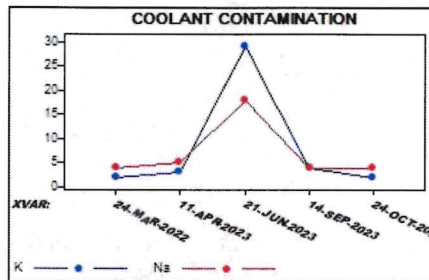
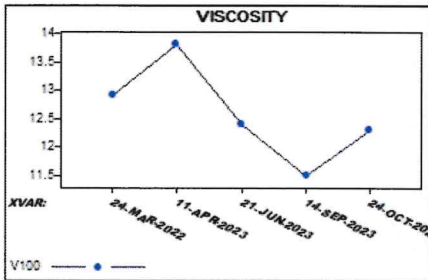
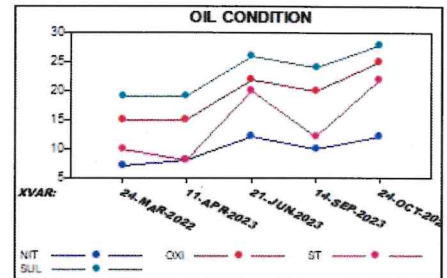
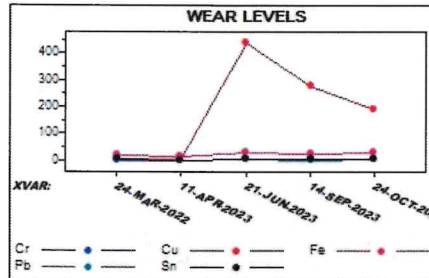
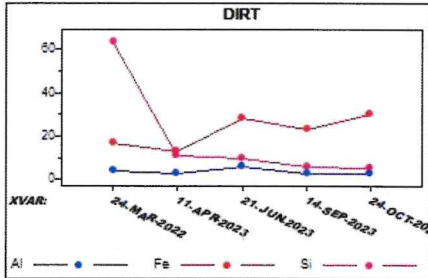
		24-Oct-23	14-Sep-23	21-Jun-23	11-Apr-23
F	Fuel	N	N		

WATER

		24-Oct-23	14-Sep-23	21-Jun-23	11-Apr-23
W	Water	N	N	N	N

CLEANLINESS

		24-Oct-23	14-Sep-23	21-Jun-23	11-Apr-23
PQ INDEX					
PQI	PQ Index	4	7	8	10



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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			10-24-23	SF01961	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	OWTC00102	14287.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

RR MITCHELL SD
PERFORM PM 1

3	1R-0749		FILTER AS FU	S	26.11	78.33
16	3192260B		10W30 DEO-ULS BULKS		15.27	244.32
2	FLUIDBTL		FLUID SAMPLE	S	17.00	34.00
			TOTAL PARTS	SEG. 01		356.65 *
				F/R LBR		1155.00 *
			SEGMENT 01 TOTAL			1511.65 T

REPLACE AIR FILTER ELEMENT
FRONT

	F/R PTS	260.00 *
	F/R LBR	123.75 *
SEGMENT 02 TOTAL		383.75 T

REPLACE AIR FILTER ELEMENT
REAR

	F/R PTS	200.00 *
	F/R LBR	123.75 *
SEGMENT 03 TOTAL		323.75 T

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SHIP TO

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	KEVIN WYNIA	10-26-23	04WO0334503	2 of 2
SHIP VIA			DOC.DATE	REFERENCE NO.	
			10-24-23	SF01961	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	14287.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

HANDLING CHARGE 49.00 T
SD STATE TAX 95.26 T

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Please Pay This Amount	\$2,363.41
------------------------	------------

ENGINE FRONT

E070-53268-5274

SAMPLE SHIP TIME (days) : 11

Rounds Construction Co.

RECEIVED DATE: 25-Sep-23

EQUIP NUM: 812

CAT 627K

Monitor Compartment



Copper is testing lower. The other test results appear to indicate normal levels for this compartment. Continue to monitor.

SERIAL NUMBER: WTC00102

Interp By: Scot Sorensen
Interpreted On: 25-Sep-23

SAMPLE INFORMATION

	14-Sep-23	21-Jun-23	11-Apr-23	24-Mar-22
Sampled Date	14-Sep-23	21-Jun-23	11-Apr-23	24-Mar-22
Sample ID	E070-53268-5274	E070-53180-6096	E070-53107-2962	E070-52089-6033
Sampled By	4967	Riley		
Lab Date	25-Sep-23	29-Jun-23	17-Apr-23	30-Mar-22
Meter [Hr]	14032	13745	13477	13042
Meter on Fluid				
Fluid Brand	CAT			
Fluid Weight	10W-30			
Fluid Type				
Fluid Changed	Y	U	U	Y
Filter Changed	Y	U	U	Y
Kidney Loop	U	U	U	U
Total Fluid Added	0	0	0	0

PREVIOUS SAMPLE

Elevated Copper may be expected with new engines, new oil coolers, or when an oil brand or formulation has changed. The other 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

		14-Sep-23	21-Jun-23	11-Apr-23	24-Mar-22
VISCOSITY (CENTISTOKES) ASTM D445					
V100	Viscosity at 100 C	11.50	12.40	13.80	12.90

INFRARED (UFM) ASTM E2412

		14-Sep-23	21-Jun-23	11-Apr-23	24-Mar-22
ST	Soot	12	20	8	10
SUL	Sulfur Products	24	26	19	19
OXI	Oxidation	20	22	15	15
NIT	Nitration	10	12	8	7

ANTIFREEZE

		14-Sep-23	21-Jun-23	11-Apr-23	24-Mar-22
A	Antifreeze	N	N	N	N

FUEL

		14-Sep-23	21-Jun-23	11-Apr-23	24-Mar-22
F	Fuel	N			

WATER

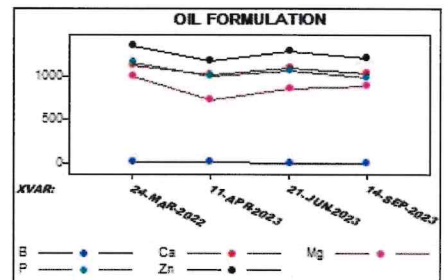
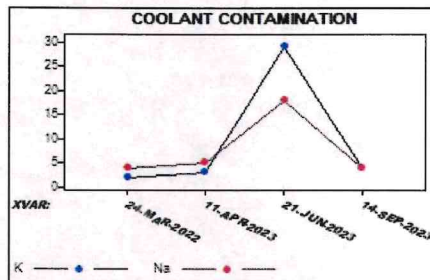
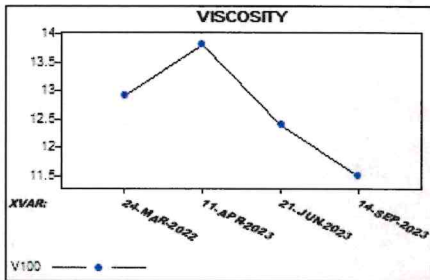
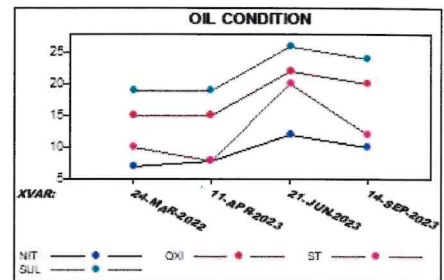
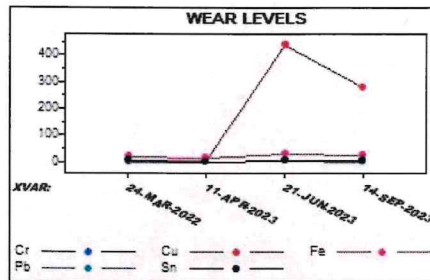
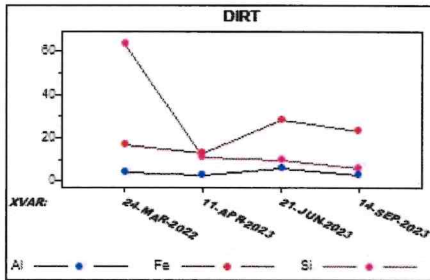
		14-Sep-23	21-Jun-23	11-Apr-23	24-Mar-22
W	Water	N	N	N	N

CLEANLINESS

		14-Sep-23	21-Jun-23	11-Apr-23	24-Mar-22
PQ INDEX					
PQI	PQ Index	7	8	10	9

WEAR LEVELS / ADDITIVES

		14-Sep-23	21-Jun-23	11-Apr-23	24-Mar-22
ELEMENTAL ANALYSIS (PPM) ASTM D6185 [OIL] / ASTM D6130 [COOLANT]					
Cu	Copper	278	435	2	4
Fe	Iron	23	28	13	17
Cr	Chromium	1	2	0	0
Ni	Nickel	0	0	0	0
Ti	Titanium	0	0	0	0
V	Vanadium	0	0	0	0
Pb	Lead	0	2	0	4
Sn	Tin	1	1	0	1
Al	Aluminum	3	6	3	4
Si	Silicon	6	10	11	63
Na	Sodium	4	18	5	4
K	Potassium	4	29	3	2
Mo	Molybdenum	59	58	53	63
B	Boron	0	1	4	4
Ba	Barium	0	0	1	0
Ca	Calcium	1042	1099	1021	1135
Mg	Magnesium	887	855	725	1003
Mn	Manganese	1	0	0	0
P	Phosphorus	987	1069	1008	1169
Zn	Zinc	1215	1289	1185	1351



Report Comment

Our sample reports has been updated! For more information on the new report, go to - <https://www.youtube.com/watch?v=4h8bREJvUr>

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04	C78767	812	09-19-23	04WO0332688	1 of 2
SHIP VIA		DOC DATE	REFERENCE NO.		
		09-12-23	SF00748		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	14032.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

RR MITCHELL SD
PERFORM PM 1

F/R P/L 1860.00 *
SEGMENT 01 TOTAL 1860.00 T

REPLACE AIR FILTER ELEMENT
FRONT

F/R PTS 260.00 *
TOTAL LABOR SEG. 02 37.00 *
SEGMENT 02 TOTAL 297.00 T

REPLACE AIR FILTER ELEMENT
REAR

F/R PTS 200.00 *
TOTAL LABOR SEG. 03 18.50 *
SEGMENT 03 TOTAL 218.50 T

REPLACE CAB AIR FILTER

F/R PTS 105.00 *
F/R LBR 123.75 *
SEGMENT 04 TOTAL 228.75 T

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SHIP TO

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	09-19-23	04WO0332688	2 of 2
SHIP VIA			DOC.DATE	REFERENCE NO.	
			09-12-23	SF00748	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	14032.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

HANDLING CHARGE	76.20 T
SD STATE TAX	112.58 T

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TRANSMISSION POWER

HIFT REAR

E070-53249-0827

SAMPLE SHIP TIME (days) : 11

Rounds Construction Co.

RECEIVED DATE: 06-Sep-23

EQUIP NUM: 812

CAT 627K



No Action Required

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

SERIAL NUMBER: WTC00102

Interp By: Madalyn Scherwinski

Interpreted On: 06-Sep-23

SAMPLE INFORMATION

	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
Sampled Date	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
Sample ID	E070-53249-0827	E070-53181-6214	E070-53104-2499	E070-52277-0531
Sampled By	5107			Riley
Lab Date	06-Sep-23	30-Jun-23	14-Apr-23	04-Oct-22
Meter [Hr]	13949	13745	13477	13460
Meter on Fluid				
Fluid Brand				
Fluid Weight				
Fluid Type				
Fluid Changed	Y	U	U	U
Filter Changed	Y	U	U	U
Widney Loop	U	U	U	U
al Fluid Added	0	0	0	0

PREVIOUS SAMPLE

A trace amount of water was detected in this sample. A trace amount of water could be caused by condensation. The other test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at the next recommended interval.

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

CONDITION / CONTAMINATION

		26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
VISCOSITY (CENTISTOKES) ASTM D445					
V100	Viscosity at 100 C	11.00		10.60	10.60

ANTIFREEZE

		26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
A	Antifreeze	N	N	N	N

WEAR LEVELS / ADDITIVES

		26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT]					
Cu	Copper	2	3	8	8
Fe	Iron	4	15	13	7
Cr	Chromium	0	0	0	0
Ni	Nickel	0	0	0	0
Ti	Titanium	0	0	0	0
V	Vanadium	0	0	0	0
Pb	Lead	0	0	0	0
Sn	Tin	0	0	1	0
Al	Aluminum	2	3	4	3
Si	Silicon	7	4	5	5
Na	Sodium	4	4	9	4
K	Potassium	2	3	2	2
Mo	Molybdenum	1	14	8	7
B	Boron	2	5	7	0
Ba	Barium	0	0	0	0
Ca	Calcium	2915	2438	2750	2700
Mg	Magnesium	49	222	123	132
Mn	Manganese	0	0	0	0
P	Phosphorus	967	1037	1052	1011
Zn	Zinc	1254	1225	1274	1250

WATER

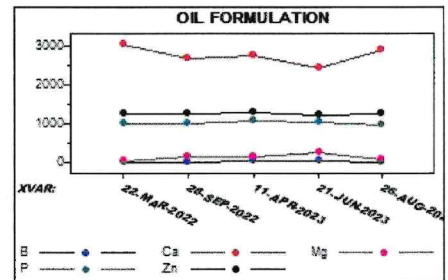
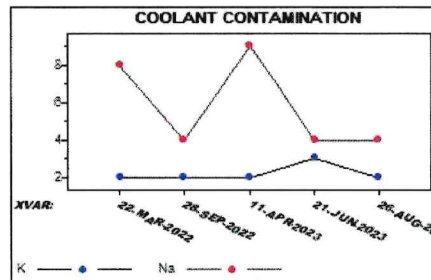
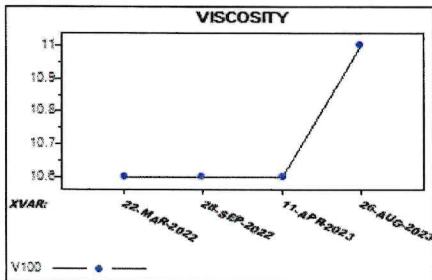
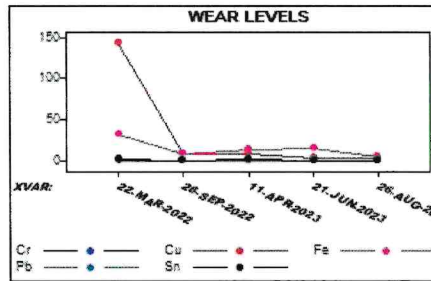
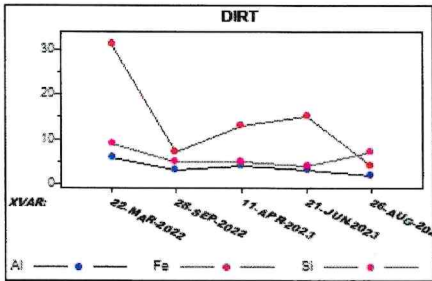
		26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
W	Water	N	T	N	N

CLEANLINESS

		26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406					
4µ	4µ	13769	0	34780	12127
6µ	6µ	6335	0	2916	186
10µ	10µ	2781	0	245	73
14µ	14µ	1521	0	78	44
18µ	18µ		0		26
21µ	21µ	614	0	28	18
38µ	38µ	74	0	4	5
50µ	50µ		0		2
ISO	ISO Code Rating	21/20/18	HBL	22/19/13	21/15/13

PQ INDEX

		26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
PQI	PQ Index	5	5	9	6



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

LIFT FRONT

E070-53249-0826

SAMPLE SHIP TIME (days) : 11

Rounds Construction Co.

RECEIVED DATE: 06-Sep-23

EQUIP NUM: 812

CAT 627K



No Action Required

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

SERIAL NUMBER: WTC00102

Interp By: Madalyn Scherwinski

Interpreted On: 06-Sep-23

SAMPLE INFORMATION

	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
Sampled Date	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
Sample ID	E070-53249-0826	E070-53181-6219	E070-53104-2502	E070-52277-0533
Sampled By	5107			Riley
Lab Date	06-Sep-23	30-Jun-23	14-Apr-23	04-Oct-22
Meter [Hr]	13949	13745	13477	13466
Meter on Fluid				
Fluid Brand				
Fluid Weight				
Fluid Type				
Fluid Changed	Y	U	U	U
Filter Changed	Y	U	U	U
Widney 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

	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
VISCOSITY (CENTISTOKES) ASTM D445				
V100 Viscosity at 100 C	10.50	10.70	10.20	10.30

ANTIFREEZE

	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
A Antifreeze	N	N	N	N

WATER

	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
W Water	N	N	N	N

WEAR LEVELS / ADDITIVES

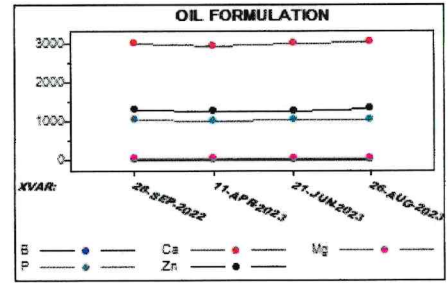
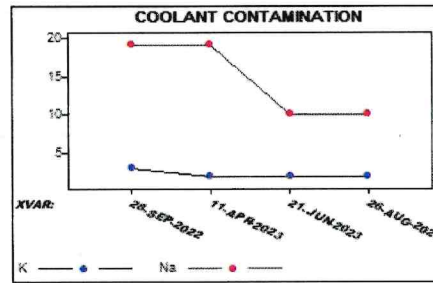
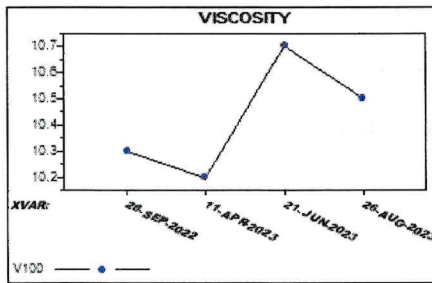
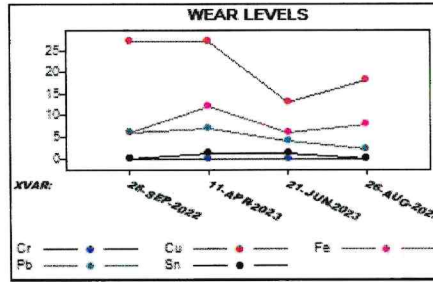
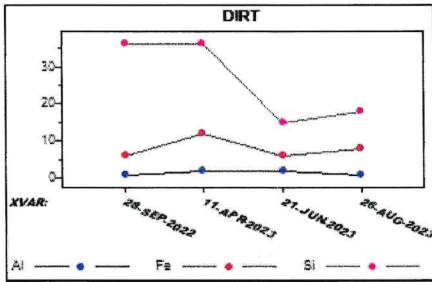
	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT]				
Cu Copper	18	13	27	27
Fe Iron	8	6	12	6
Cr Chromium	0	0	0	0
Ni Nickel	0	0	1	0
Ti Titanium	0	0	0	0
V Vanadium	0	0	0	0
Pb Lead	2	4	7	6
Sn Tin	0	1	1	0
Al Aluminum	1	2	2	1
Si Silicon	18	15	36	36
Na Sodium	10	10	19	19
K Potassium	2	2	2	3
Mo Molybdenum	1	2	1	0
B Boron	4	2	3	1
Ba Barium	0	0	0	0
Ca Calcium	3038	3000	2960	3017
Mg Magnesium	24	21	16	15
Mn Manganese	0	0	0	0
P Phosphorus	1015	1017	1012	1020
Zn Zinc	1323	1265	1246	1293

CLEANLINESS

	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406				
4µ 4µ	9058	23820	28301	4489
6µ 6µ	3377	2086	3021	1443
10µ 10µ	1271	305	268	400
14µ 14µ	804	150	106	151
18µ 18µ				63
21µ 21µ	480	75	45	31
38µ 38µ	89	26	9	6
50µ 50µ				1
ISO ISO Code Rating	20/19/17	22/18/14	22/19/14	19/18/14

PQ INDEX

	26-Aug-23	21-Jun-23	11-Apr-23	28-Sep-22
PQI PQ Index	4	8	10	5



Report Comment

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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	812	08-31-23	04W00332086	1 of 2
SHIP VIA			DOC.DATE	REFERENCE NO.	
			08-16-23	SF00112	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	OWTC00102	13949.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

PERFORM MAINTENANCE ON TRANSMISSION
BOTH
COMPLAINT: PERFORM MAINTENANCE ON TRANS, BOTH
CORRECTION: CHANGE TRANS OIL, FILTERS. CHECK
SCREENS AND MAGNETS.

1	2H-3928	SEAL	S	5.83	5.83
1	2H-3931	SEAL	S	5.09	5.09
1	5F-0149	RING	S	6.31	6.31
2	6G-0078	BREATHER	S	62.18	124.36
1	8H-7521	SEAL-O-RING	S	5.55	5.55
1	9X-0941	NUT	S	2.68	2.68
1	095-1678	O-RING	S	5.92	5.92
1	175-7896	SEAL-O-RING	S	4.70	4.70
2	258-2829	BREATHER	S	31.17	62.34
1	343-4464	ELEMENT-XSMN	S	36.31	
		DISCOUNT	15.00%	5.45-	30.86
1	571-5253	ELEMENT AS-X	S	86.99	
		DISCOUNT	15.00%	13.05-	73.94
41	1556213B	30W TRANS BULK	S	14.74	604.34
		TOTAL PARTS	SEG. 01		931.92 *
		TOTAL LABOR	SEG. 01		1265.00 *
		SEGMENT 01 TOTAL			2196.92 T

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	08-31-23	04WO0332086	2 of 2
SHIP VIA		DOC.DATE	REFERENCE NO.		
		08-16-23	SF00112		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13949.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

TRAVEL TO/FROM MACHINE

1.00	LUBE ZONE 1	70.00
	TOTAL MISC CHGS	70.00 *
	SEGMENT 9A TOTAL	70.00 T

	TOTAL PARTS DISCOUNT	18.50-
	HANDLING CHARGE	55.92 T
	SD STATE TAX	97.56 T

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	08-02-23	04WO0330748	1 of 12
SHIP VIA			DOC.DATE	REFERENCE NO.	
			06-21-23	0498244	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13745.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

BMC SF
REMOVE& INSTALL POWER PACK ENGINE
REAR
COMPLAINT: REAR ENGINE IS TRANSFERRING OIL TO THE TRANSMISSION
CAUSE: REAR SEAL WAS LEAKING
CORRECTION: REMOVED PUSH PULL HITCH AND HOOD FROM REAR OF SCRAPER. DISCONNECTED BATTERY CABLES AND HARNESSES THAT CONNECT REAR POWER PACK TO SCRAPER FRAME. DISCONNECTED DEF LINES AND COOLANT LINES FROM PUMP AND REMOVED COOLING PACKAGE SCREEN AND RUBBER GUARD MATERIAL. REMOVED DRIVESHAFT AND FUEL LINES, AND REMOVED LEFT REAR FENDER SUPPORT. REMOVED RADIATOR SUPPORT BARS TO COULD ACCESS PACK RETAINING BOLTS. REMOVED PACK BOLTS AND REMOVED PACK FROM SCRAPER FRAME. INSTALLED PACK IN REVERSE WHEN REAR MAIN SEAL WAS REPLACED AND TESTED AFTERTREATMENT SYSTEM TO CHECK FOR FAULTS WHEN DONE.

1	5H-7844	GASKET	S	5.63	5.63
		TOTAL PARTS	SEG. 03		5.63 *
		LESS 100%-PARTS			5.63-*
		TOTAL LABOR	SEG. 03		3003.00 *

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	08-02-23	04WO0330748	2 of 12
SHIP VIA		DOC.DATE	REFERENCE NO.		
		06-21-23	0498244		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13745.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

LESS 100%-LABOR 3003.00-*
 SEGMENT 03 TOTAL .00 T

SEPARATE & CONNECT ENGINE & TRANSMISSION
 REAR

COMPLAINT: REAR ENGINE SEALED FAILED.
 CAUSE: SEAL FAILED
 RESULTANT DAMAGE: ENGINE OIL TRANSFERRED TO THE
 TRANSMISSION
 CORRECTION: DRAINED OUT OLD TRANSMISSION OIL THAT
 WAS VERY BLACK. MARKED ALL HOSES AND WIRES, THEN
 GOT THEM UNHOOKED. TOOK CLEAN EMISSIONS MODULE
 BRACKETS LOOSE, THEN PUT THEM ON LONGER BOLTS AND
 SHIMMED THEM OUT. SEPARATED TRANSMISSION FROM
 ENGINE. ONCE HAD REAR SEAL REPLACED HOOKED UP
 EVERYTHING AGAIN. PUT NEW SEALS ON ALL
 CONNECTIONS DISTURBED, THEN TIED EVERYTHING UP.
 FILLED TRANSMISSION UP WITH OIL WHEN DONE.

TOTAL LABOR SEG. 04 1683.00 *
 LESS 100%-LABOR 1683.00-*
 SEGMENT 04 TOTAL .00 T

REPLACE CRANKSHAFT REAR SEAL

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	08-02-23	04WO0330748	3 of 12
SHIP VIA			DOC.DATE	REFERENCE NO.	
			06-21-23	0498244	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	OWTC00102	13745.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

COMPLAINT: ENGINE REAR SEAL IS TRANSFERRING OIL FROM ENGINE INTO TRANSMISSION.

CAUSE: DEFECTIVE SEAL.

CORRECTION: REMOVED FLYWHEEL, THEN REMOVED OLD SEAL. FOUND CAUSE OF LEAK WAS MAIN SECTION OF SEAL. REMOVED SLEEVE FROM CRANKSHAFT, THEN CLEANED UP CRANK. INSTALLED FLYWHEEL WITH NEW BOLTS, THEN TORQUED THEM TO 221 FT/LBS.

1	5M-7329		SEAL O RING	S	14.31	14.31
8	9X-8268		WASHER	S	1.07	8.56
8	298-7137		BOLT HEX	S	4.26	34.08
1	528-5684		SEAL GP-CSHA	S	73.15	73.15
			TOTAL PARTS	SEG. 05		130.10 *
			LESS 100%-PARTS			130.10-*
			TOTAL LABOR	SEG. 05		627.00 *
			LESS 100%-LABOR			627.00-*
			SEGMENT 05 TOTAL			.00 T

WASH POWER PACK ENGINE

			TOTAL LABOR	SEG. 06		247.50 *
			LESS 100%-LABOR			247.50-*
			SEGMENT 06 TOTAL			.00 T

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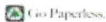
SHIP TO

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

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	08-02-23	04WO0330748	4 of 12
SHIP VIA			DOC.DATE	REFERENCE NO.	
			06-21-23	0498244	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13745.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

REPLACE GASKET/RESEAL TRANSMISSION OIL PUMP
COMPLAINT: TRANSMISSION PUMP AREA OF TRANSMISSION IS OILY AND COLLECTING DIRT.
CAUSE: OLD SEALS
CORRECTION: REMOVED LINES FROM TRANSMISSION PUMP, THEN REMOVED TRANSMISSION PUMP. TOOK PUMP APART, THEN CLEANED UP ALL PARTS. INSTALLED NEW SEALS, THEN ASSEMBLED PUMP. TORQUED MAIN NUT FOR DRIVE GEAR TO 125 FT/LBS. INSTALLED PUMP ON TRANSMISSION , THEN INSTALLED NEW SEALS IN ALL LINES THAT WERE REMOVED.

1	3J-1907		SEAL	S	1.27	1.27
1	3J-7354		SEAL O RING	S	1.13	1.13
8	3S-0004		WASHER	S	.43	3.44
2	4J-0520		SEAL-O-RING	S	2.43	4.86
2	4J-0525		SEAL O RING	S	3.40	6.80
4	6Y-5010		WASHER	S	5.46	21.84
1	7S-2945		GASKET	S	6.71	6.71
4	8M-4987		SEAL O RIN	S	4.76	19.04
4	8M-5007		SEAL O RIN	S	12.28	49.12
2	8M-5010		SEAL O RIN	S	6.96	13.92
6	9S-1018		WASHER	N	5.50	33.00
4	330-3517		SEAL-O-RING	S	11.72	46.88



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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.		
		06-21-23	0498244		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13745.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

TOTAL PARTS	SEG. 07	208.01 *
TOTAL LABOR	SEG. 07	907.50 *
SEGMENT 07 TOTAL		1115.51 T

 REPLACE GASKET/RESEAL ENGINE SPEED SENSOR
 COMPLAINT: ENGINE SPEED SENSOR HAS OIL SEEPING OUT
 WHERE IT SCREWS INTO FLYWHEEL HOUSING.
 CAUSE: SENSOR WAS NOT OVERLY TIGHT AND ITS ONLY
 SEALED BY A SOLID BRASS WASHER.
 CORRECTION: REMOVED SPEED SENSOR, THEN CLEANED UP
 MOUNTING AREA. PUT SOME THREAD SEALANT ON SENSOR
 THREADS, THEN SCREWED IT BACK INTO FLYWHEEL
 HOUSING. BACKED SENSOR OUT A HALF TURN, THEN
 LOCKED JAM NUT DOWN ON TO BRASS WASHER.

TOTAL LABOR	SEG. 08	66.00 *
SEGMENT 08 TOTAL		66.00 T

 REPLACE TRANSMISSION OIL FILTER
 COMPLAINT: TRANSMISSION FILTER WAS FULL OF ENGINE
 OIL MIXTURE.
 CAUSE: REAR ENGINE SEAL FAILED.
 CORRECTION: REMOVED DRAIN PLUG FROM TRANSMISSION
 FILTER HOUSING, THEN REMOVED FILTER. INSTALLED A

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1124 34TH AVE
BROOKINGS SD 57006-6534

SHIP TO

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	08-02-23	04W00330748	6 of 12
SHIP VIA		DOC.DATE	REFERENCE NO.		
		06-21-23	0498244		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13745.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

NEW FILTER WITH NEW SEALS. REMOVED SUCTION
SCREENS, THEN CLEANED THEM OUT AND INSTALLED THEM
WITH NEW SEALS.

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	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
TOTAL PARTS				SEG. 11		77.85 *
LESS 100%-PARTS						77.85-*
TOTAL LABOR				SEG. 11		132.00 *
LESS 100%-LABOR						132.00-*
SEGMENT 11 TOTAL						.00 T

REPLACE TRANSMISSION OIL

COMPLAINT: TRANSMISSION OIL WAS CONTAMINATED WITH
ENGINE OIL AND NEEDED TO BE REPLACED.

CAUSE: REAR ENGINE SEAL FAILED.

CORRECTION: DRAINED OLD OIL OUT OF TRANSMISSION
AND FLYWHEEL HOUSING. FILLED TRANSMISSION WITH
NEW OIL WHEN WAS DONE REPLACING FILTERS. PUT 10



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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

GALLONS IN IT WHEN DONE, BUT IT MAY NEED TO BE TOPPED OFF AFTER IT IS RAN. BOOK SPEC SHOWS 13 GALLONS.

10	1556213B		30W TRANS BULK S	14.74	147.40
4	4627708		30W TDTO 2.5 GAL S	43.19	172.76
			TOTAL PARTS	SEG. 12	320.16 *
			LESS 100%-PARTS		320.16-
			TOTAL LABOR	SEG. 12	82.50 *
			LESS 100%-LABOR		82.50-
			SEGMENT 12 TOTAL		.00 T

TROUBLESHOOT ENGINE COOLING SYSTEM FOR LEAKS

COMPLAINT: MACHINE IS LEAKING COOLANT
CAUSE: WATER PUMP HAS FAILED
CORRECTION: RAN MACHINE AND AFTER A FEW MINUTES FRONT ENGINE STARTED TO GET WARM. SHUT MACHINE DOWN AND COULD SEE COOLANT COMING OUT OF FRONT GUARD. REMOVED GUARD AND COOLANT WAS DRIPPING OFF OF RADIATOR HOSE AND BONNET FOR THE OIL COOLER. PRESSURE TESTED SYSTEM AND WAS NOT ABLE TO SEE FOR SURE WHERE IT WAS COMING FROM. REMOVED SIDE LADDER AND PANEL AND TRIED TO SEE WHERE IT WAS



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812	AA	627K	OWTC00102	13745.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

LEAKING. ENDED UP FINDING WATER PUMP WAS LEAKING I ORDERED PARTS. AFTER REPLACED WATER PUMP AND REFILLED COOLING SYSTEM. RAN MACHINE AROUND TO WARM UP OILS. COULD SEE COOLANT DRIPPING FROM BELLY PAN AGAIN. DROPPED BELLY PAN AND CLEANED OFF COOLANT. PRESSURIZED THE SYSTEM AND FOUND OIL COOLER WAS LEAKING AND WAS ALSO MISSING A BOLT AND THE OTHER WAS LOOSE.

TOTAL LABOR	SEG. 13	412.50 *
SEGMENT 13 TOTAL		412.50 T

REPLACE WATER PUMP FRONT

COMPLAINT: FRONT ENGINE IS LOSING COOLANT
 CAUSE: WATER PUMP HAS FAILED
 CORRECTION: DRAINED THE COOLANT FROM MACHINE.
 REMOVED SIDE STEPS AND SIDE PANEL. REMOVED UPPER RADIATOR HOSE AND THERMOSTAT HOUSING. REMOVED COOLANT HOSE FROM ENGINE OIL COOLER TO WATER PUMP. REMOVED HOSES FROM WATER PUMP ELBOW AND REMOVED WATER PUMP. REMOVED REAR HOUSING FROM WATER PUMP AND CLEANED IT UP AND INSTALLED IT ON REMAN WATER PUMP. INSTALLED WATER PUMP ON MACHINE AND

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INSTALLED ELBOW ON PUMP. INSTALLED HOSES ON ELBOW AND INSTALLED OIL COOLER HOSE. RESEALED THERMOSTAT HOUSING AND INSTALLED NEW THERMOSTATS. INSTALLED THERMOSTAT HOUSING ON MACHINE AND PULLED A VACUUM ON COOLING SYSTEM AND FILLED IT WITH COOLANT AND PRESSURE TESTED IT. DID NOT FIND ANY LEAKS ON MACHINE SO INSTALLED BELLY PAN.

1	6V-7350	SEAL	S	22.71	22.71
2	6V-9769	SEAL	S	3.66	7.32
1	20R-0951	PUMP G WATER	N	754.43	754.43
1		CORE CHARGE	N	617.22	617.22
1-		CORE CREDIT	N	617.22	617.22-
1	225-7003	SEAL-O-RING	S	7.36	7.36
1	229-8810	SEAL-PRESS I	S	5.98	5.98
2	238-8649	CAT ELC-5 GAL	S	84.06	168.12
2	248-5513	REGULATOR-TE	S	60.23	120.46
			TOTAL PARTS	SEG. 14	1086.38 *
			TOTAL LABOR	SEG. 14	1336.50 *
			SEGMENT 14 TOTAL		2422.88 T

TROUBLESHOOT HYDRAULIC SYSTEM
FOR LEAKS
COMPLAINT: MACHINE HAS A HYDRAULIC LEAK

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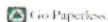
CAUSE: CUSHION HITCH HOSE IS LEAKING
CORRECTION: WASHED OFF LINES BY HITCH AND RAN
MACHINE TO CHECK FOR LEAKS. FOUND A LINE FOR
HITCH HAD A DRIP ONCE AND A WHILE. I ORDERED A
NEW HOSE.

TOTAL LABOR	SEG. 15	66.00 *
SEGMENT 15 TOTAL		66.00 T

REPLACE HYDRAULIC HOSES/LINES

COMPLAINT: OIL LEAK
CAUSE: OIL MAKING MESS
CORRECTION: PULLED VACUUM IN HYDRAULIC SYSTEM
REPLACED LINE AND O RINGS

2	5K-9090		SEAL O RING	S	1.61	3.22
1	124-2123		COUPLING	S	39.55	39.55
1	124-2155		COUPLING	S	47.60	47.60
45	456-8456		HOSE BK	S	.52	23.40
			TOTAL PARTS	SEG. 16		113.77 *
			TOTAL LABOR	SEG. 16		362.50 *
1.00	4413488		HOSE LABOR TXBL			20.00
			TOTAL MISC CHGS	SEG. 16		20.00 *
			SEGMENT 16 TOTAL			496.27 T



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TEST/CHECK& ADJUST FLUIDS & HYDRAULICS
COMPLAINT: ADJUST FLUID LEVELS ON MACHINE
CORRECTION: DROVE MACHINE AROUND TO WARM THE OILS
UP AND CHECKED AND ADJUSTED FLUID LEVELS.

TOTAL LABOR	SEG. 20	297.00 *
SEGMENT 20 TOTAL		297.00 T

REPLACE TC/TRANS OIL COOLER
BOLT(S)

COMPLAINT: MACHINE HAS A COOLANT LEAK
CAUSE: TRANSMISSION OIL COOLER HAD A BOLT MISSING
AND OTHER WAS LOOSE
CORRECTION: REMOVED EXISTING BOLT AND BRACKET.
REMOVED BROKEN BOLT FROM BRACKET AND GRABBED SOME
NEW BOLTS. INSTALLED A NEW MOUNTING BOLT IN
COOLER AND INSTALLED NEW BOLTS IN BRACKET.
PRESSURE TESTED COOLANT SYSTEM AGAIN AND CHECKED
FOR LEAKS AND DID NOT SEE ANY LEAKS. INSTALLED
BELLY PAN WHEN DONE.

TOTAL LABOR	SEG. 21	132.00 *
SEGMENT 21 TOTAL		132.00 T

TRAVEL TO/FROM MACHINE

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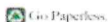
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1.00			SERVICE CALL Z1		85.00
1.00			SERVICE CALL Z1		85.00
			TOTAL MISC CHGS	SEG. 9A	170.00 *
			SEGMENT 9A TOTAL		170.00 T

			HANDLING CHARGE		84.49 T
			SXF HEAVY PARTS WARRANTY		
			COVERED REPAIRS	6308.74	
			SD STATE TAX		221.03 T
			SIOUX FALLS CITY TAX		105.25 T



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\$5,588.93

TRANSMISSION POWER

SHIFT REAR

E070-53181-6214

SAMPLE SHIP TIME (days) : 9

Rounds Construction Co.

RECEIVED DATE: 30-Jun-23

EQUIP NUM: 812

CAT 627K



Monitor Compartment

A trace amount of water was detected in this sample. A trace amount of water could be caused by condensation. The other test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at the next recommended interval.

SERIAL NUMBER: WTC00102

Interp By: Scot Sorensen

Interpreted On: 30-Jun-23

SAMPLE INFORMATION

	21-Jun-23	11-Apr-23	28-Sep-22	22-Mar-22
Sampled Date	21-Jun-23	11-Apr-23	28-Sep-22	22-Mar-22
Sample ID	E070-53181-6214	E070-53104-2499	E070-52277-0531	E070-52084-5222
Sampled By			Riley	
Lab Date	30-Jun-23	14-Apr-23	04-Oct-22	25-Mar-22
Meter [Hr]	13745	13477	13460	13042
Meter on Fluid				13042
Fluid Brand				
Fluid Weight				
Fluid Type				
Fluid Changed	U	U	U	Y
Filter Changed	U	U	U	Y
Filter 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

	21-Jun-23	11-Apr-23	28-Sep-22	22-Mar-22
VISCOSITY (CENTISTOKES) ASTM D445				
V100 Viscosity at 100 C		10.60	10.60	10.60

ANTIFREEZE

	21-Jun-23	11-Apr-23	28-Sep-22	22-Mar-22
A Antifreeze	N	N	N	N

WEAR LEVELS / ADDITIVES

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

	21-Jun-23	11-Apr-23	28-Sep-22	22-Mar-22
Cu Copper	3	8	8	142
Fe Iron	15	13	7	31
Cr Chromium	0	0	0	0
Ni Nickel	0	0	0	0
Ti Titanium	0	0	0	0
V Vanadium	0	0	0	0
Pb Lead	0	0	0	1
Sn Tin	0	1	0	1
Al Aluminum	3	4	3	6
Si Silicon	4	5	5	9
Na Sodium	4	9	4	8
K Potassium	3	2	2	2
Mo Molybdenum	14	8	7	1
B Boron	5	7	0	2
Ba Barium	0	0	0	1
Ca Calcium	2438	2750	2700	3039
Mg Magnesium	222	123	132	19
Mn Manganese	0	0	0	1
P Phosphorus	1037	1052	1011	1001
Zn Zinc	1225	1274	1250	1263

WATER

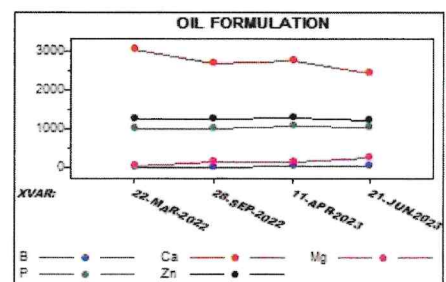
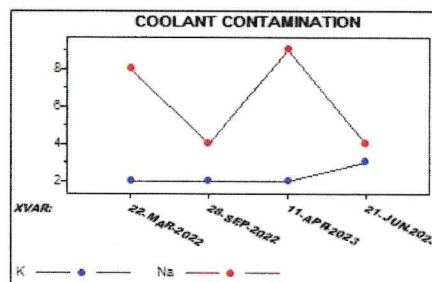
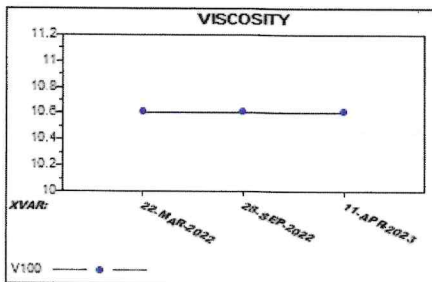
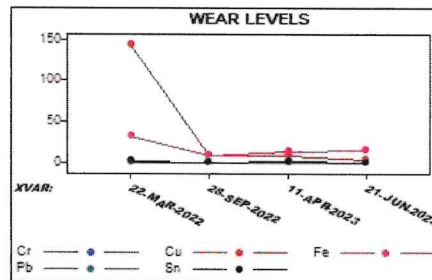
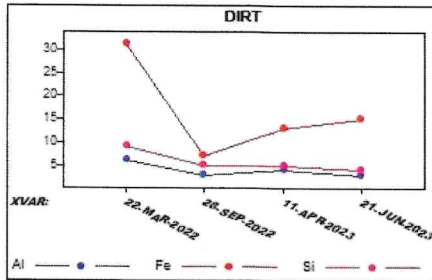
	21-Jun-23	11-Apr-23	28-Sep-22	22-Mar-22
W Water	T	N	N	N

CLEANLINESS

	21-Jun-23	11-Apr-23	28-Sep-22	22-Mar-22
PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406				
4µ 4µ	0	34780	12127	36711
6µ 6µ	0	2916	186	5453
10µ 10µ	0	245	73	109
14µ 14µ	0	78	44	50
18µ 18µ	0		26	26
21µ 21µ	0	28	18	14
38µ 38µ	0	4	5	3
50µ 50µ	0		2	1
ISO ISO Code Rating	HBL	22/19/13	21/15/13	22/20/13

PQ INDEX

	21-Jun-23	11-Apr-23	28-Sep-22	22-Mar-22
PQI PQ Index	5	9	6	14



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

E070-53181-6219

SAMPLE SHIP TIME (days) : 9

Rounds Construction Co.

RECEIVED DATE: 30-Jun-23

EQUIP NUM: 812

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: WTC00102

Interp By: Madalyn Scherwinski

Interpreted On: 30-Jun-23

SAMPLE INFORMATION

	21-Jun-23	11-Apr-23	28-Sep-22
Sampled Date	21-Jun-23	11-Apr-23	28-Sep-22
Sample ID	E070-53181-6219	E070-53104-2502	E070-52277-0533
Sampled By			Riley
Lab Date	30-Jun-23	14-Apr-23	04-Oct-22
Meter [Hr]	13745	13477	13466
Meter on Fluid			
Fluid Brand			
Fluid Weight			
Fluid Type			
Fluid Changed	U	U	U
Filter Changed	U	U	U
Filter 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

	21-Jun-23	11-Apr-23	28-Sep-22
VISCOSITY (CENTISTOKES) ASTM D445			
V100 Viscosity at 100 C	10.70	10.20	10.30

ANTIFREEZE

A	Antifreeze	N	N	N

WEAR LEVELS / ADDITIVES

21-Jun-23 11-Apr-23 28-Sep-22

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

	21-Jun-23	11-Apr-23	28-Sep-22
Cu Copper	13	27	27
Fe Iron	6	12	6
Cr Chromium	0	0	0
Ni Nickel	0	1	0
Ti Titanium	0	0	0
V Vanadium	0	0	0
Pb Lead	4	7	6
Sn Tin	1	1	0
Al Aluminum	2	2	1
Si Silicon	15	36	36
Na Sodium	10	19	19
K Potassium	2	2	3
Mo Molybdenum	2	1	0
B Boron	2	3	1
Ba Barium	0	0	0
Ca Calcium	3000	2960	3017
Mg Magnesium	21	16	15
Mn Manganese	0	0	0
P Phosphorus	1017	1012	1020
Zn Zinc	1265	1246	1293

WATER

W	Water	N	N	N

CLEANLINESS

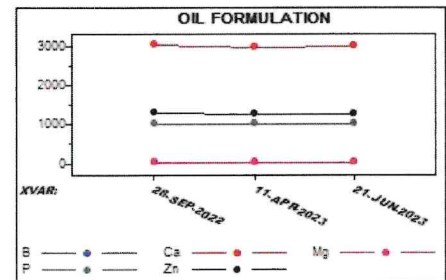
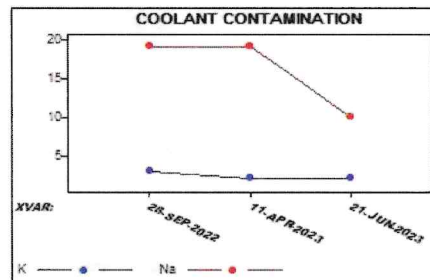
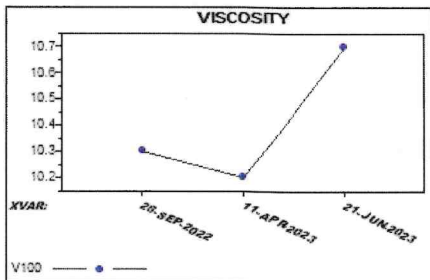
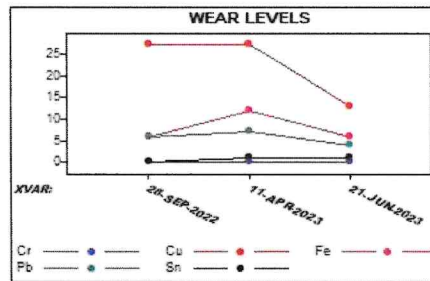
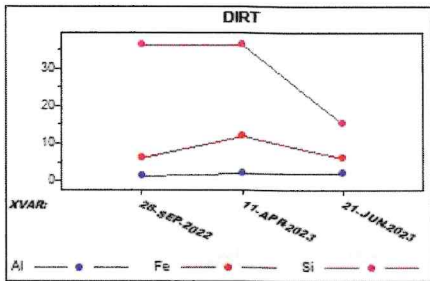
21-Jun-23 11-Apr-23 28-Sep-22

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406

	21-Jun-23	11-Apr-23	28-Sep-22
4µ 4µ	23820	28301	4489
6µ 6µ	2086	3021	1443
10µ 10µ	305	268	400
14µ 14µ	150	106	151
18µ 18µ			63
21µ 21µ	75	45	31
38µ 38µ	26	9	6
50µ 50µ			1
ISO ISO Code Rating	22/18/14	22/19/14	19/18/14

PQ INDEX

PQI	PQ Index	8	10	5



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: 812

SERIAL NUMBER: WTC00102

CAT 627K

Monitor Compartment

Interp By: Jesse Hill

Interpreted On: 29-Jun-23

E070-53180-6096

SAMPLE SHIP TIME (days) : 8

Rounds Construction Co.

RECEIVED DATE: 29-Jun-23



Elevated Copper may be expected with new engines, new oil coolers, or when an oil brand or formulation has changed. The other test results appear to indicate normal levels for this compartment. Continue to monitor by sampling at a recommended interval.

SAMPLE INFORMATION

	21-Jun-23	11-Apr-23	24-Mar-22
Sampled Date	21-Jun-23	11-Apr-23	24-Mar-22
Sample ID	E070-53180-6096	E070-53107-2962	E070-52089-6033
Sampled By	Riley		
Lab Date	29-Jun-23	17-Apr-23	30-Mar-22
Meter [Hr]	13745	13477	13042
Meter on Fluid			
Fluid Brand			
Fluid Weight			
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

	21-Jun-23	11-Apr-23	24-Mar-22
VISCOSITY (CENTISTOKES) ASTM D445			
V100 Viscosity at 100 C	12.40	13.80	12.90

INFRARED (UFM) ASTM E2412

	21-Jun-23	11-Apr-23	24-Mar-22
ST Soot	20	8	10
SUL Sulfur Products	26	19	19
OXI Oxidation	22	15	15
NIT Nitration	12	8	7

WEAR LEVELS / ADDITIVES

	21-Jun-23	11-Apr-23	24-Mar-22
ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT]			
Cu Copper	435	2	4
Fe Iron	28	13	17
Cr Chromium	2	0	0
Ni Nickel	0	0	0
Ti Titanium	0	0	0
V Vanadium	0	0	0
Pb Lead	2	0	4
Sn Tin	1	0	1
Al Aluminum	6	3	4
Si Silicon	10	11	63
Na Sodium	18	5	4
K Potassium	29	3	2
Mo Molybdenum	58	53	63
B Boron	1	4	4
Ba Barium	0	1	0
Ca Calcium	1099	1021	1135
Mg Magnesium	855	725	1003
Mn Manganese	0	0	0
P Phosphorus	1069	1008	1169
Zn Zinc	1289	1185	1351

ANTIFREEZE

	21-Jun-23	11-Apr-23	24-Mar-22
A Antifreeze	N	N	N

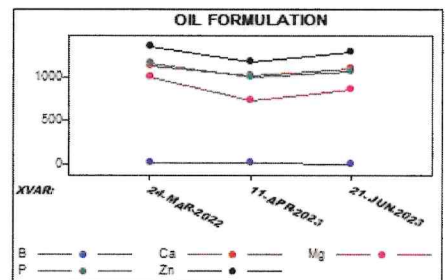
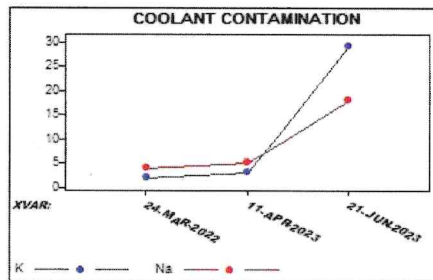
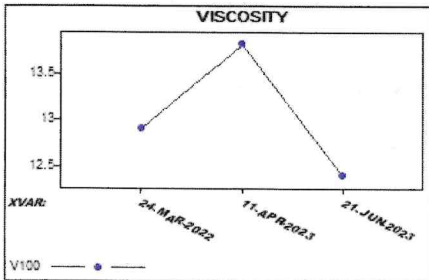
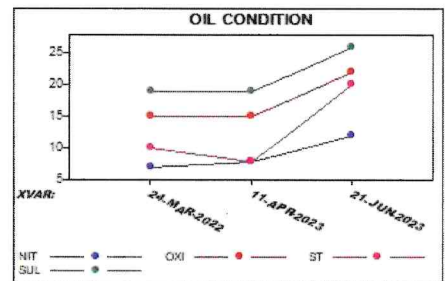
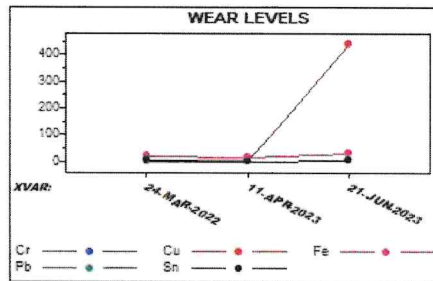
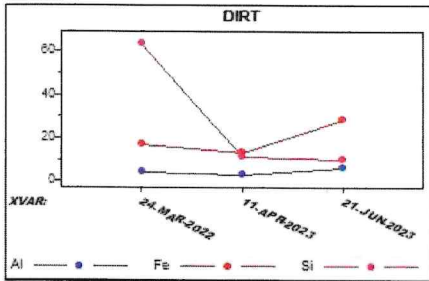
WATER

	21-Jun-23	11-Apr-23	24-Mar-22
W Water	N	N	N

CLEANLINESS

PQ INDEX

	21-Jun-23	11-Apr-23	24-Mar-22
PQI PQ Index	8	10	9



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

EQUIP NUM: 812
CAT 627K

SERIAL NUMBER: WTC00102

E070-53180-6101

SAMPLE SHIP TIME (days) : 8

Rounds Construction Co.

RECEIVED DATE: 29-Jun-23

No Action Required

Interp By: Jesse Hill

Interpreted On: 29-Jun-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

	21-Jun-23	11-Apr-23	23-Mar-22
Sampled Date	21-Jun-23	11-Apr-23	23-Mar-22
Sample ID	E070-53180-6101	E070-53107-2963	E070-52087-5338
Sampled By	Riley		
Lab Date	29-Jun-23	17-Apr-23	28-Mar-22
Meter [Hr]	13745	13477	13042
Meter on Fluid			
Fluid Brand			
Fluid Weight			
Fluid Type			
Fluid Changed	U	U	Y
Filter Changed	U	U	Y
Key Loop	U	U	U
Total Fluid Added	0	0	0

PREVIOUS SAMPLE

Higher Silicon may be expected on new or recently repaired compartments. If this is not the case, check for possible dirt entry. 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. Continue to monitor by sampling at a recommended interval.

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

CONDITION / CONTAMINATION

	21-Jun-23	11-Apr-23	23-Mar-22
VISCOSITY (CENTISTOKES) ASTM D445			
V100 Viscosity at 100 C	12.40	11.50	14.70

INFRARED (UFM) ASTM E2412

	21-Jun-23	11-Apr-23	23-Mar-22
ST Soot	7	10	1
SUL Sulfur Products	20	19	19
OXI Oxidation	15	14	15
NIT Nitration	7	8	5

ANTIFREEZE

	21-Jun-23	11-Apr-23	23-Mar-22
A Antifreeze	N	N	N

WATER

	21-Jun-23	11-Apr-23	23-Mar-22
W Water	N	N	N

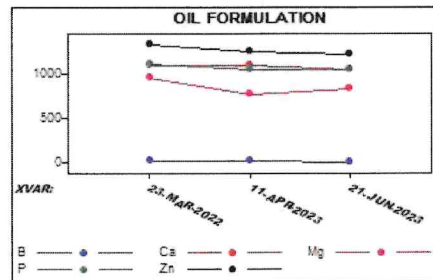
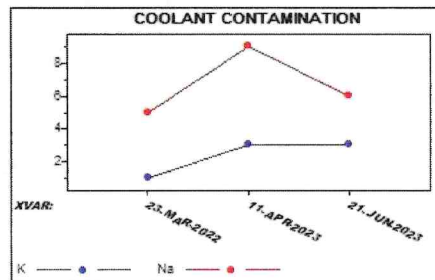
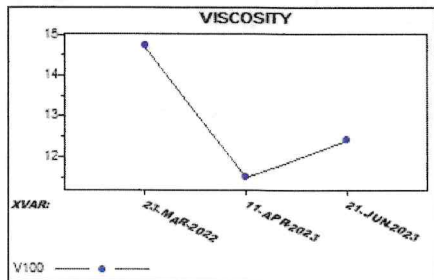
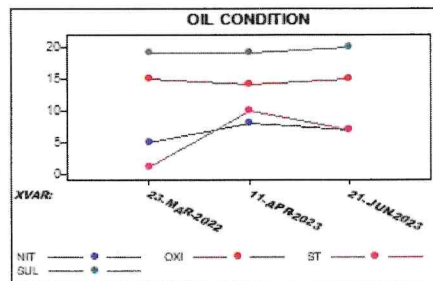
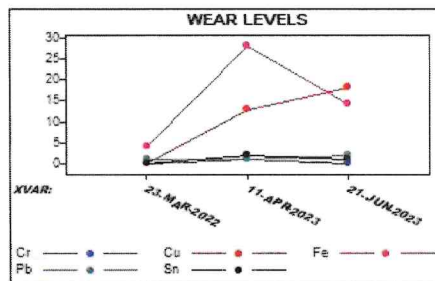
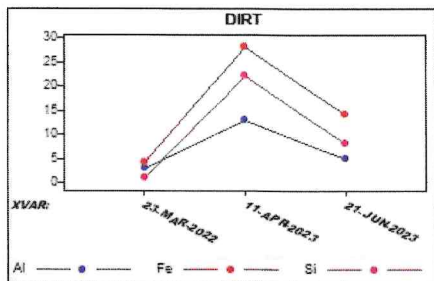
CLEANLINESS

	21-Jun-23	11-Apr-23	23-Mar-22
PQ INDEX			
PQI PQ Index	4	12	8

WEAR LEVELS / ADDITIVES

ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D8130 [COOLANT]

	21-Jun-23	11-Apr-23	23-Mar-22
Cu Copper	18	13	0
Fe Iron	14	28	4
Cr Chromium	0	1	0
Ni Nickel	0	0	0
Ti Titanium	0	0	0
V Vanadium	0	0	0
Pb Lead	2	1	1
Sn Tin	1	2	0
Al Aluminum	5	13	3
Si Silicon	8	22	1
Na Sodium	6	9	5
K Potassium	3	3	1
Mo Molybdenum	56	53	65
B Boron	0	7	5
Ba Barium	0	1	0
Ca Calcium	1049	1089	1087
Mg Magnesium	826	759	945
Mn Manganese	0	1	0
P Phosphorus	1044	1050	1109
Zn Zinc	1223	1243	1320



Report Comment

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



ROUNDS CONSTRUCTION COMPANY

Equipment Maintenance Log



Employee: Wiley Date: 6-1-23

Equipment: 812

Meter Hours: _____ Miles: _____

Parts Replaced: 569-2751 - belt

357-0493 - belt

333-1207 - idler

336-4953 - tensioner

Maintenance: replace belts

replace tensioner

replace idler

Comments: _____

Maintenance Tech Signature: _____ Date: _____

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

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SHIP TO

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	06-16-23	04WO0328461	1 of 3
SHIP VIA			DOC.DATE	REFERENCE NO.	
			05-22-23	0497439	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13691.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

TROUBLESHOOT AFTERTREATMENT SYSTEM

FAULT CODE

COMPLAINT: AFTERTREATMENT FAULT E1096 (1)
CAUSE: FAILED WIRING TO INTAKE MANIFOLD PRESSURE SENSOR.

RESULTANT DAMAGE: AFTERTREATMENT FAULTS.
CORRECTION: HOOKED UP, CHECKED CODES AND TOOK PSR. RAN EGR SYSTEM TEST AND IT PASSED. REMOVED EGR VALVE AND INSPECTED IT. RAN ANOTHER EGR SYSTEM TEST AND IT PASSED. FOUND INTAKE MANIFOLD PRESSURE SENSOR HAS BEEN OCCASIONALLY LOGGING FAULTS.

TOTAL LABOR	SEG. 01	541.00 *
SEGMENT 01 TOTAL		541.00 T

TROUBLESHOOT INLET MANIFOLD PRESSURE SENSOR

COMPLAINT: INTAKE MANIFOLD PRESSURE SENSOR - VOLTAGE ABOVE NORMAL FAULTS LOGGING. 1785-3.
CAUSE: FAILED SIGNAL WIRE FROM ECM TO PRESSURE SENSOR.

RESULTANT DAMAGE: LOGGING FAULTS.
CORRECTION: CHECKED POWER AND GROUND AND HAD 5V. CREATED A SHORT AND GOT A VOLTAGE BELOW NORMAL

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SHIP TO

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	06-16-23	04WO0328461	2 of 3
SHIP VIA			DOC. DATE	REFERENCE NO.	
			05-22-23	0497439	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13691.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

FAULT. SENSOR AND JUMPER HARNESS HAVE PREVIOUSLY BEEN REPLACED. RAN A NEW SIGNAL WIRE FROM THE ECM TO THE SENSOR.

2	9X-3402		SOCKET	S	2.06	4.12
			TOTAL PARTS	SEG. 05		4.12 *
			TOTAL LABOR	SEG. 05		148.00 *
			SEGMENT 05 TOTAL			152.12 T

REPAIR INLET MANIFOLD

PRESSURE SENSOR

COMPLAINT: INTAKE MANIFOLD PRESSURE SENSOR IS LOGGING FAULTS.

CAUSE: FAILED SIGNAL WIRE TO SENSOR.

RESULTANT DAMAGE: LOGGING FAULTS.

CORRECTION: UNHOOKED HARNESS AND REMOVED OLD

SIGNAL WIRE FROM ECM AND CONNECTOR AT THE PRESSURE

SENSOR. RAN A NEW WIRE, HOOKED UP AND TIED UP

WIRING.

			TOTAL LABOR	SEG. 06		222.00 *
			SEGMENT 06 TOTAL			222.00 T

TRAVEL TO/FROM MACHINE

1.00			SERVICE CALL Z1			85.00
------	--	--	-----------------	--	--	-------

To receive your invoices and statements electronically or to pay invoices online, register at www.butlermachinery.com and select ABOUT US, FINANCE, and E-INVOCING.

Payment Terms: Open Accounts: Parts, Service, & Rental Net 30; Machine sales Net 10; Installment contracts and leases per contract.

COD Accounts: Payment due at time of purchase.

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Please Pay
This Amount

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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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CUSTOMER INVOICE

TO VIEW ONLINE GO TO:	butlermachinery.billtrust.com	USE THIS ENROLLMENT TOKEN:	ZSH WXP KPP
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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	812	06-16-23	04WO0328461	3 of 3
SHIP VIA			DOC.DATE	REFERENCE NO.	
			05-22-23	0497439	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13691.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

TOTAL MISC CHGS SEG. 9A 85.00 *

SEGMENT 9A TOTAL 85.00 T

HANDLING CHARGE .25 T

SD STATE TAX 45.02 T



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Payment Terms: Open Accounts:

Parts, Service, & Rental Net 30; Machine sales Net 10; Installment contracts and leases per contract.

COD Accounts:

Payment due at time of purchase.

Statements:

Generated as of month end.

Credit Card:

Payment via credit card is allowed at the time of purchase and only for Parts, Service, and Rentals. Credit card payment will not be accepted for machine sales, including attachments; contracts; and leases.

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Please Pay
This Amount

\$1,045.39

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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.buttermachinery.com



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Bismarck
(701) 223-0890

Dickinson
(701) 456-1400

Hankinson
(701) 242-7474

Jamestown
(701) 251-1400

Rapid City
(605) 342-4850

Watertown
(605) 954-7100

Fargo
(701) 280-3100

Hoople
(701) 894-6363

Minot
(701) 852-3508

Sioux Falls
(605) 336-3010

CUSTOMER INVOICE

TO VIEW ONLINE GO TO:	buttermachinery.billtrust.com	USE THIS ENROLLMENT TOKEN:	ZSH WXP KPP
-----------------------	--	----------------------------	-------------

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	812	06-13-23	04WO0328215	1 of 1
SHIP VIA		DOC.DATE	REFERENCE NO.		
		05-22-23	0497480		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13670.0	
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: INSPECTED MACHINE. FILLED OUT
 MACHINE CONDITION REPORT, ATTACHED PICTURES AND
 FORM TO WORK ORDER.

TOTAL LABOR	SEG. 01	755.50 *
SEGMENT 01 TOTAL		755.50 T

TRAVEL TO/FROM MACHINE

1.00	SERVICE CALL Z1	85.00
	TOTAL MISC CHGS	85.00 *
	SEGMENT 9A TOTAL	85.00 T

SD STATE TAX	37.82 T
SIOUX FALLS CITY TAX	16.81 T

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Payment Terms: Open Accounts: Parts, Service, & Rental Net 30; Machine sales Net 10; Installation contracts and leases per contract.
 COD Accounts: Payment due at time of purchase.
 Statements: Generated as of month end.
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Please Pay This Amount	▶	\$895.13
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Equipment Maintenance Log

FRUNDS CONSTRUCTION
COMPANY

Employee: Riley Date: 4-20-23

Equipment: 812

Meter Hours: 13000 Miles: _____

Parts Replaced: Cooler- 449-3068

Bellow - 324-9290

Injector sleeve - 263-4920

Coolant tank - 606-6289

Coolant tank - 346-5448

Maintenance: Change engine oil front/rear

Change Trans oil front/rear

change diff oil front/rear

change final drive oil all 4

Replace all air filters

~~New pins and bearings on 4 axles~~

New rear radiator

New rear Coolant tank

~~Fix exhaust leak front~~

Comments: _____

Maintenance Tech Signature: _____ Date: _____

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



Invoice: 345
Date: 5/5/2023

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 #
1370	Net 30	6/4/2023	Jesse Rounds		812

Item	Description	Quantity	Rate	Amount
Labor	/ - / 4-30-23 EGR cooler failed. Removed valve cover, engine brakes, rockers, injectors, and injector cups. Cleaned bores and cylinders out. Installed new cups, resealed injectors and installed, with new hold-down bolts. Installed rockers and engine brakes. Replaced EGR cooler, drained coolant from air-to-air. Finish assembling engine bay.	18.00000	\$100.00	\$1,800.00
Subtotal				\$1,800.00

Drive to unit

Labor	Drive to unit (x3 trips)	0.00000		\$0.00
Mileage		70.00000	\$2.50	\$175.00
Subtotal				\$175.00

Unit: 812 **VIN:** WTC00102
 CAT 627K
Engine: 13,478 Hours

Labor	\$1,800.00
Mileage	\$175.00
Pre-Charge Subtotal	\$1,975.00
Brookings (2.0000% of \$1,975.00)	\$39.50
South Dakota (4.5000% of \$1,975.00)	\$88.88
Total	\$2,103.38
Payments & Credits	\$0.00
Balance Due	\$2,103.38

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: _____

ATOR

EQUIP NUM: 812

SERIAL NUMBER: WTC00102

CAT 627K

No Action Required

Interp By: Scot Sorensen

Interpreted On: 26-Apr-23

E070-53112-9351

SAMPLE SHIP TIME (days) : 11

Rounds Construction Co.

RECEIVED DATE: 26-Apr-23

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

SAMPLE INFORMATION

Sampled Date	11-Apr-23
Sample Id	E070-53112-9351
Lab Date	22-Apr-23
Meter [Hr]	13477
Meter On Fluid	
Fluid Brand	
Fluid Weight	
Fluid Type	
Fluid Change	U
Change	U
Fluid Added	0

For additional sample history, go to:

my.cat.com

ADDITIONAL CHARACTERISTICS

11-Apr-23

ADDITIONAL ANALYTES (PPM)

PO4	Phosphate	41
-----	-----------	----

REFRACTIVE INDEX

GL	Glycol (%)	54
FP	Freeze Point (°C)	-43
BP	Boil Point (°C)	108

pH ASTM D1287

pH	pH	8.1
----	----	-----

CORROSION LEVELS/ CHEMISTRY

11-Apr-23

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

Cu	Copper	1
Fe	Iron	3
Pb	Lead	0
Sn	Tin	0
Al	Aluminum	0
Zn	Zinc	1
Na	Sodium	1399
K	Potassium	2036
Mo	Molybdenum	90

CONDUCTIVITY (µS/cm)

CON	Conductivity	3236
-----	--------------	------

PHYSICAL CHARACTERISTICS

11-Apr-23

PHYSICAL

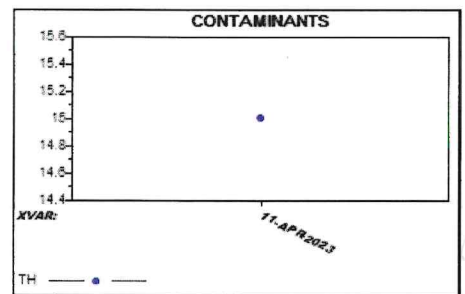
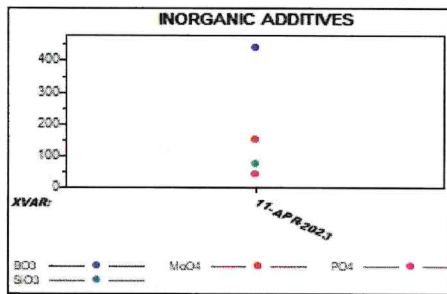
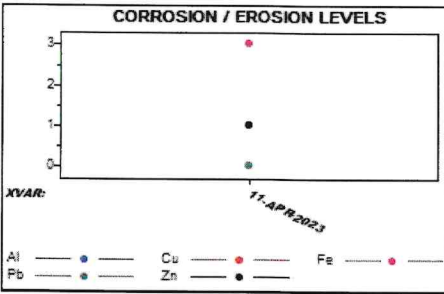
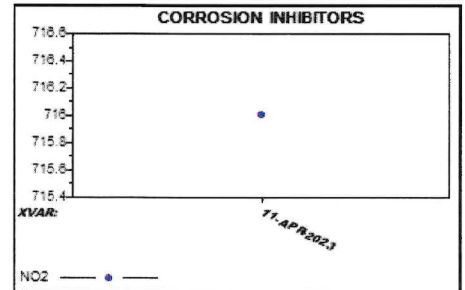
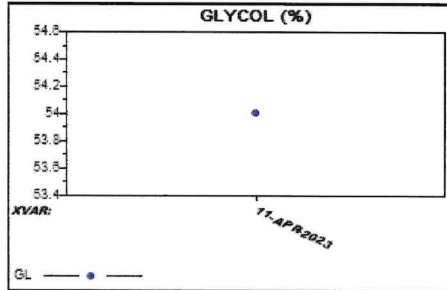
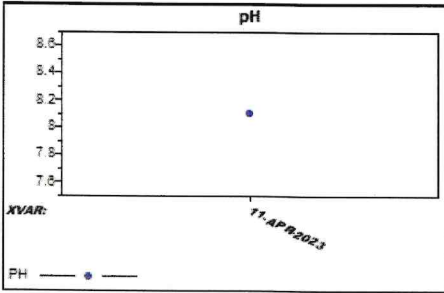
Color	Color	red
App	Appearance	clear
Odor	Odor	norm
Oil	Oil	none
Foam	Foam	norm
PAmt	Precip Amount	none

ANION ANALYSIS (PPM) ASTM D4327

NO2	Nitrite	716
-----	---------	-----

ADDITIONAL ANALYTES (PPM)

MoO4	Molybdate	151
BO3	Borate	439
SiO3	Silicate	73



Report Comment

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

ATOR REAR

EQUIP NUM: 812

SERIAL NUMBER: WTC00102

CAT 627K

No Action Required

Interp By: Scot Sorensen

Interpreted On: 26-Apr-23

E070-53112-9377

SAMPLE SHIP TIME (days) : 11

Rounds Construction Co.

RECEIVED DATE: 26-Apr-23



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

SAMPLE INFORMATION

Sampled Date	11-Apr-23
Sample Id	E070-53112-9377
Lab Date	22-Apr-23
Meter [Hr]	13477
Meter On Fluid	13477
Fluid Brand	
Fluid Weight	
Fluid Type	
Fluid Change	U
Change	U
Fluid Added	0

For additional sample history, go to:

my.cat.com

ADDITIONAL CHARACTERISTICS

11-Apr-23

ADDITIONAL ANALYTES (PPM)

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

REFRACTIVE INDEX

GL	Glycol (%)	53
FP	Freeze Point (°C)	-42
BP	Boil Point (°C)	108

pH ASTM D1287

pH	pH	8.2
----	----	-----

CORROSION LEVELS/ CHEMISTRY

11-Apr-23

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

Cu	Copper	0
Fe	Iron	0
Pb	Lead	0
Sn	Tin	1
Al	Aluminum	1
Zn	Zinc	0
Na	Sodium	4572
K	Potassium	448
Mo	Molybdenum	639

CONDUCTIVITY (µS/cm)

CON	Conductivity	3977
-----	--------------	------

PHYSICAL CHARACTERISTICS

11-Apr-23

PHYSICAL

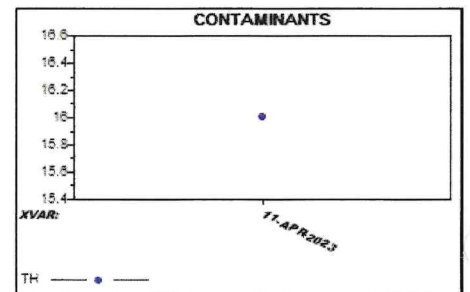
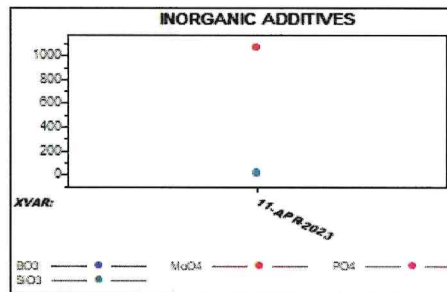
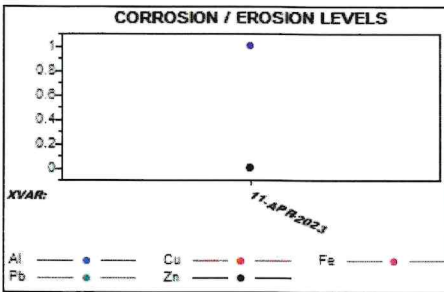
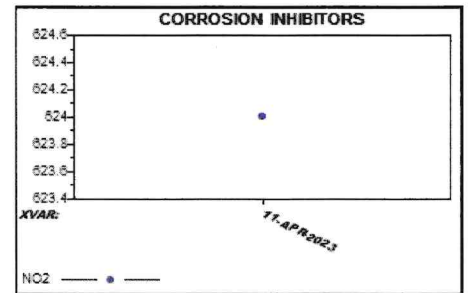
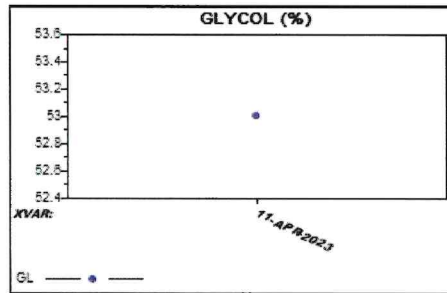
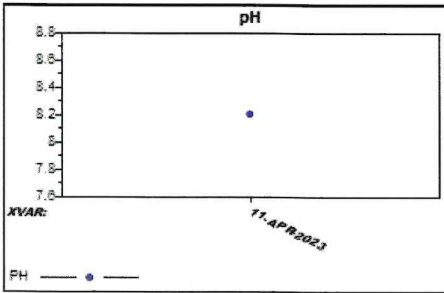
Color	Color	red
App	Appearance	clear
Odor	Odor	norm
Oil	Oil	none
Foam	Foam	norm
PAmt	Precip Amount	none

ANION ANALYSIS (PPM) ASTM D4327

NO2	Nitrite	624
-----	---------	-----

ADDITIONAL ANALYTES (PPM)

MoO4	Molybdate	1065
BO3	Borate	22
SiO3	Silicate	2



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: 812

SERIAL NUMBER: WTC00102

CAT 627K

No Action Required

Interp By: Jesse Hill

Interpreted On: 19-Apr-23

E070-53107-2962

SAMPLE SHIP TIME (days) : 6

Rounds Construction Co.

RECEIVED DATE: 17-Apr-23

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.

SAMPLE INFORMATION

	11-Apr-23	24-Mar-22
Sampled Date	11-Apr-23	24-Mar-22
Sample Id	E070-53107-2962	E070-52089-6033
Lab Date	17-Apr-23	30-Mar-22
Meter [Hr]	13477	13042
Meter On Fluid		
Fluid Brand		
Fluid Weight		
Fluid Type		
Fluid Change	U	Y
Filter Change	U	Y
Wash Loop	U	U
Total Fluid Added	0	0

PREVIOUS SAMPLE

Silicon is testing higher than expected. The other test results appear to indicate normal levels for this compartment. Higher Silicon may be expected on new or recently repaired compartments. If this is not the case, check for possible dirt entry.

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

CONDITION / CONTAMINATION

	11-Apr-23	24-Mar-22
VISCOSITY (CENTISTOKES) ASTM D445		
V100	Viscosity at 100 C	13.80 12.90

INFRARED (UFM) ASTM E2412

	11-Apr-23	24-Mar-22
ST	Soot	8 10
SUL	Sulfur Products	19 19
OXI	Oxidation	15 15
NIT	Nitration	8 7

WEAR LEVELS / ADDITIVES

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

	11-Apr-23	24-Mar-22
Cu	Copper	2 4
Fe	Iron	13 17
Cr	Chromium	0 0
Ni	Nickel	0 0
Ti	Titanium	0 0
V	Vanadium	0 0
Pb	Lead	0 4
Sn	Tin	0 1
Al	Aluminum	3 4
Si	Silicon	11 63
Na	Sodium	5 4
K	Potassium	3 2
Mo	Molybdenum	53 63
B	Boron	4 4
Ba	Barium	1 0
Ca	Calcium	1021 1135
Mg	Magnesium	725 1003
Mn	Manganese	0 0
P	Phosphorus	1008 1169
Zn	Zinc	1185 1351

ANTIFREEZE

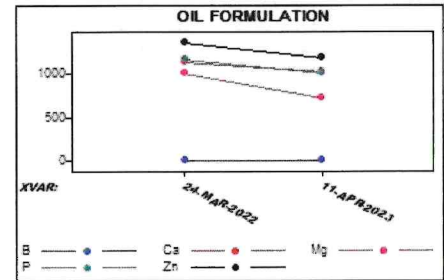
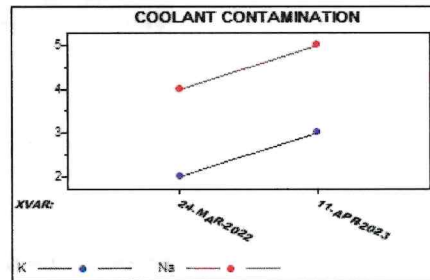
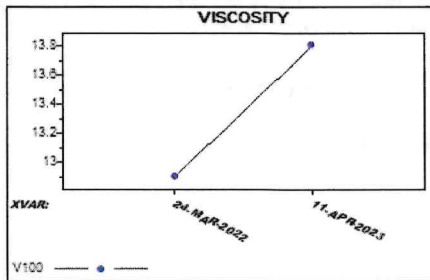
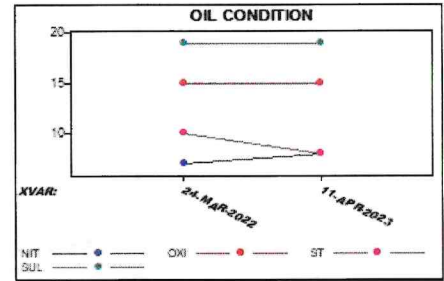
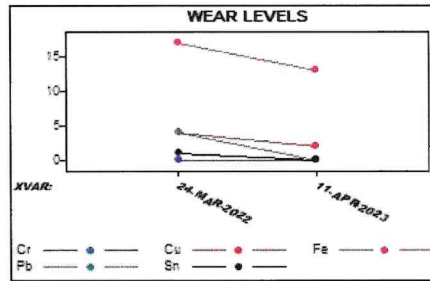
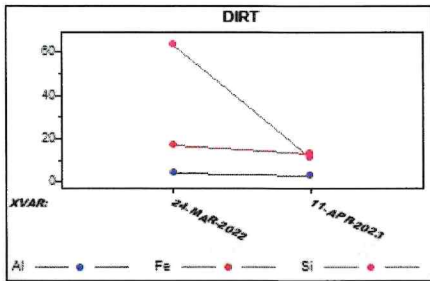
	11-Apr-23	24-Mar-22
A	Antifreeze	N N

WATER

	11-Apr-23	24-Mar-22
W	Water	N N

CLEANLINESS

	11-Apr-23	24-Mar-22
PQ INDEX		
PQI	PQ Index	10 9



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 REAR
EQUIP NUM: 812
SERIAL NUMBER: WTC00102
CAT 627K
Monitor Compartment

Interp By: Jesse Hill
Interpreted On: 19-Apr-23
E070-53107-2963

SAMPLE SHIP TIME (days) : 6

Rounds Construction Co.

RECEIVED DATE: 17-Apr-23

Higher Silicon may be expected on new or recently repaired compartments. If this is not the case, check for possible dirt entry. 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. Continue to monitor by sampling at a recommended interval.

SAMPLE INFORMATION

	11-Apr-23	23-Mar-22
Sampled Date	11-Apr-23	23-Mar-22
Sample Id	E070-53107-2963	E070-52087-5338
Lab Date	17-Apr-23	28-Mar-22
Meter [Hr]	13477	13042
Meter On Fluid		
Fluid Brand		
Fluid Weight		
Fluid Type		
Fluid Change	U	Y
Filter Change	U	Y
Drainage 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

		11-Apr-23	23-Mar-22
VISCOSITY (CENTISTOKES) ASTM D445			
V100	Viscosity at 100 C	11.50	14.70

INFRARED (UFM) ASTM E2412

ST	Soot	10	1
SUL	Sulfur Products	19	19
OXI	Oxidation	14	15
NIT	Nitration	8	5

WEAR LEVELS / ADDITIVES

		11-Apr-23	23-Mar-22
ELEMENTAL ANALYSIS (PPM) ASTM D6185 [OIL] / ASTM D6130 [COOLANT]			
Cu	Copper	13	0
Fe	Iron	28	4
Cr	Chromium	1	0
Ni	Nickel	0	0
Ti	Titanium	0	0
V	Vanadium	0	0
Pb	Lead	1	1
Sn	Tin	2	0
Al	Aluminum	13	3
Si	Silicon	22	1
Na	Sodium	9	5
K	Potassium	3	1
Mo	Molybdenum	53	65
B	Boron	7	5
Ba	Barium	1	0
Ca	Calcium	1089	1087
Mg	Magnesium	759	945
Mn	Manganese	1	0
P	Phosphorus	1050	1109
Zn	Zinc	1243	1320

ANTIFREEZE

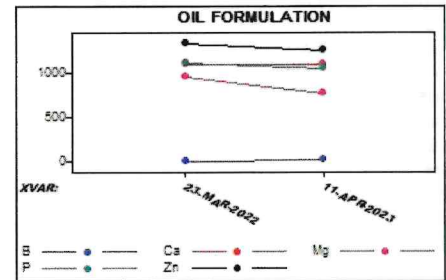
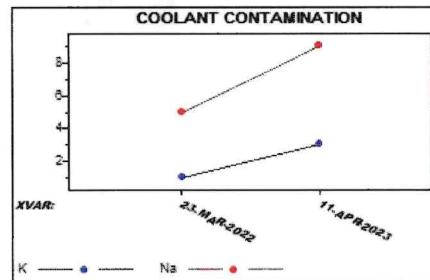
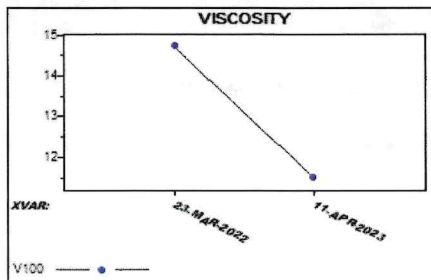
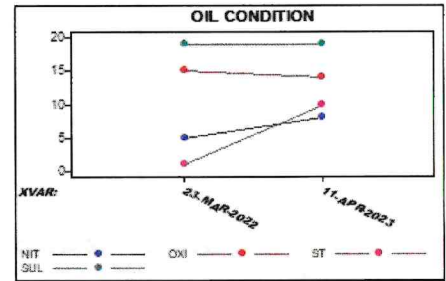
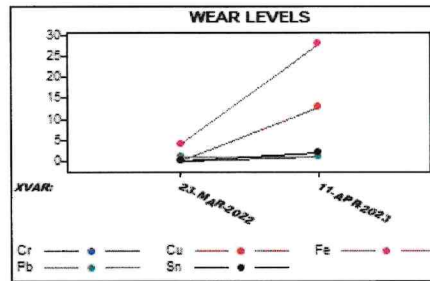
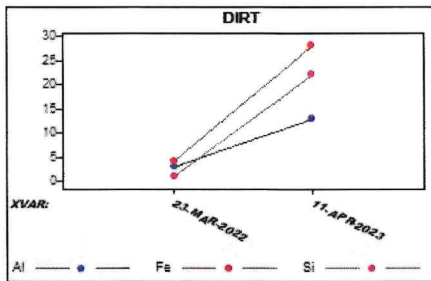
A	Antifreeze	N	N
---	------------	---	---

WATER

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

CLEANLINESS

		11-Apr-23	23-Mar-22
PQ INDEX			
PQI	PQ Index	12	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 REAR

E070-53104-2499

SAMPLE SHIP TIME (days) : 3

Rounde Construction Co.

RECEIVED DATE: 14-Apr-23

EQUIP NUM: 812

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: WTC00102

Interp By: Scot Sorensen

Interpreted On: 14-Apr-23

SAMPLE INFORMATION

	11-Apr-23	28-Sep-22	22-Mar-22
Sampled Date	11-Apr-23	28-Sep-22	22-Mar-22
Sample ID	E070-53104-2499	E070-52277-0531	E070-52084-5222
Sampled By	Riley		
Lab Date	14-Apr-23	04-Oct-22	25-Mar-22
Meter [Hr]	13477	13460	13042
Meter on Fluid	13042		
Fluid Brand			
Fluid Weight			
Fluid Type			
Fluid Changed	U	U	Y
Water 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	28-Sep-22	22-Mar-22
VISCOSITY (CENTISTOKES) ASTM D445			
V100 Viscosity at 100 C	10.60	10.60	10.60

ANTIFREEZE

	11-Apr-23	28-Sep-22	22-Mar-22
A Antifreeze	N	N	N

WATER

	11-Apr-23	28-Sep-22	22-Mar-22
W Water	N	N	N

CLEANLINESS

	11-Apr-23	28-Sep-22	22-Mar-22
PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406			
4µ 4µ	34780	12127	36711
6µ 6µ	2916	186	5453
10µ 10µ	245	73	109
14µ 14µ	78	44	50
18µ 18µ		26	26
21µ 21µ	28	18	14
38µ 38µ	4	5	3
50µ 50µ		2	1
ISO ISO Code Rating	22/19/13	21/15/13	22/20/13

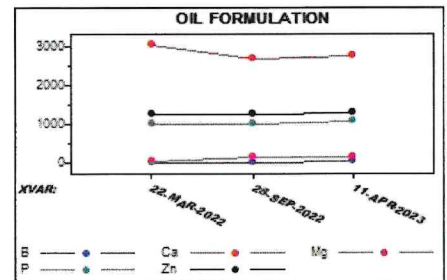
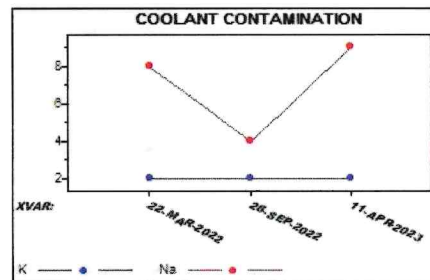
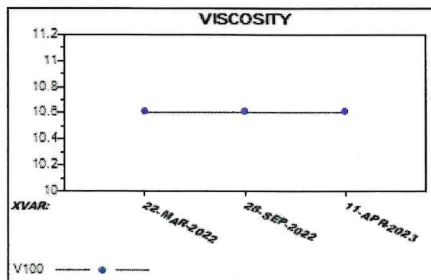
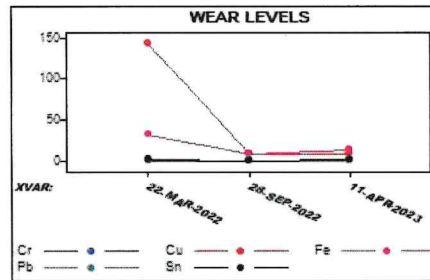
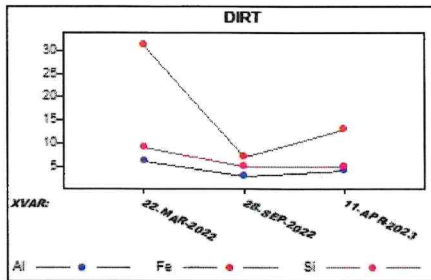
PQ INDEX

	11-Apr-23	28-Sep-22	22-Mar-22
PQI PQ Index	9	6	14

WEAR LEVELS / ADDITIVES

	11-Apr-23	28-Sep-22	22-Mar-22
ELEMENTAL ANALYSIS (PPM) ASTM D5185 [OIL] / ASTM D6130 [COOLANT]			

	11-Apr-23	28-Sep-22	22-Mar-22
Cu Copper	8	8	142
Fe Iron	13	7	31
Cr Chromium	0	0	0
Ni Nickel	0	0	0
Ti Titanium	0	0	0
V Vanadium	0	0	0
Pb Lead	0	0	1
Sn Tin	1	0	1
Al Aluminum	4	3	6
Si Silicon	5	5	9
Na Sodium	9	4	8
K Potassium	2	2	2
Mo Molybdenum	8	7	1
B Boron	7	0	2
Ba Barium	0	0	1
Ca Calcium	2750	2700	3039
Mg Magnesium	123	132	19
Mn Manganese	0	0	1
P Phosphorus	1052	1011	1001
Zn Zinc	1274	1250	1263



Report Comment

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

FINAL DRIVE FRONT

LEFT

E070-53104-2576

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 14-Apr-23

EQUIP NUM: 812

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 the recommended interval.

SERIAL NUMBER: WTC00102

Interp By: Scot Sorensen

Interpreted On: 14-Apr-23

SAMPLE INFORMATION

Sampled Date	11-Apr-23
Sample Id	E070-53104-2576
Lab Date	14-Apr-23
Meter [Hr]	13477
Meter On Fluid	
Fluid Brand	
Fluid Weight	
Fluid Type	
Fluid Change	U
Filter Change	U
Drain Loop	U
Total Fluid Added	0

For additional sample history, go to:

my.cat.com

CONDITION / CONTAMINATION

11-Apr-23

VISCOSITY (CENTISTOKES) ASTM D445

V100	Viscosity at 100 C	13.90
------	--------------------	-------

WATER

W	Water	N
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CLEANLINESS

11-Apr-23

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406

4µ	4µ	46230
6µ	6µ	18208
10µ	10µ	3789
14µ	14µ	1242
21µ	21µ	423
38µ	38µ	109
ISO	ISO Code Rating	23/21/17

PQ INDEX

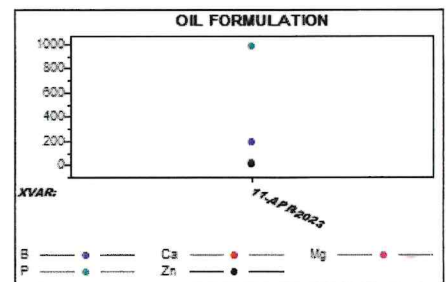
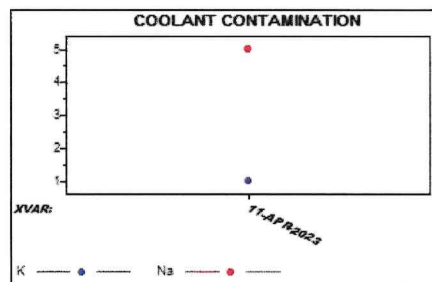
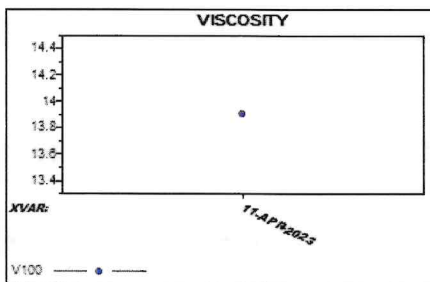
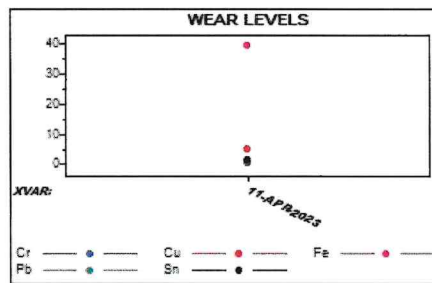
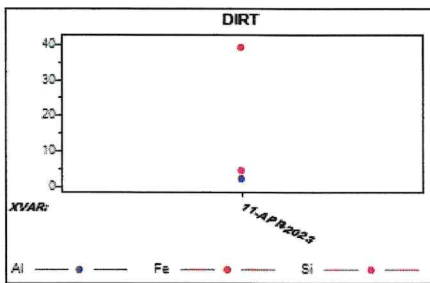
PQI	PQ Index	30
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WEAR LEVELS / ADDITIVES

11-Apr-23

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

Cu	Copper	5
Fe	Iron	39
Cr	Chromium	0
Ni	Nickel	0
Ti	Titanium	0
V	Vanadium	0
Pb	Lead	1
Sn	Tin	1
Al	Aluminum	2
Si	Silicon	4
Na	Sodium	5
K	Potassium	1
Mo	Molybdenum	1
B	Boron	183
Ba	Barium	0
Ca	Calcium	15
Mg	Magnesium	3
Mn	Manganese	1
P	Phosphorus	971
Zn	Zinc	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>

FINAL DRIVE REAR LEFT

EQUIP NUM: 812

SERIAL NUMBER: WTC00102

CAT 627K

No Action Required

Interp By: Scot Sorensen

Interpreted On: 14-Apr-23

E070-53104-2579

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 14-Apr-23

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 the recommended interval.

SAMPLE INFORMATION

Sampled Date	11-Apr-23
Sample Id	E070-53104-2579
Lab Date	14-Apr-23
Meter [Hr]	13477
Meter On Fluid	
Fluid Brand	
Fluid Weight	
Fluid Type	
Fluid Change	U
Filter Change	U
Drainage Loop	U
Total Fluid Added	0

For additional sample history, go to:

my.cat.com

CONDITION / CONTAMINATION

11-Apr-23

VISCOSITY (CENTISTOKES) ASTM D445		
V100	Viscosity at 100 C	14.70

WATER		
W	Water	N

CLEANLINESS

11-Apr-23

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406		
4µ	4µ	54126
6µ	6µ	26948
10µ	10µ	7523
14µ	14µ	2632
21µ	21µ	728
38µ	38µ	75
ISO	ISO Code Rating	23/22/19

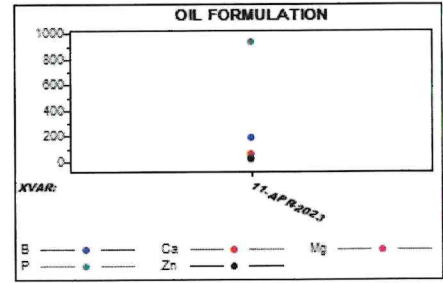
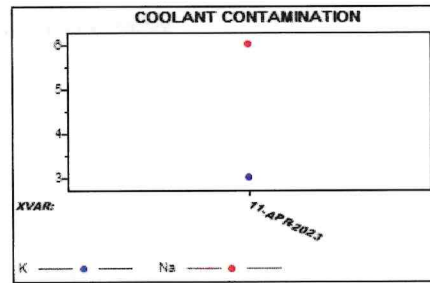
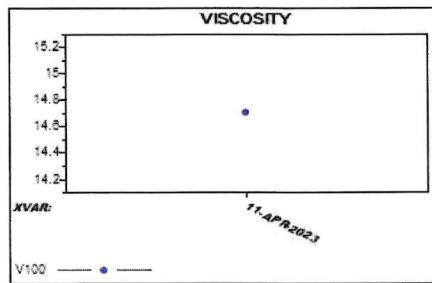
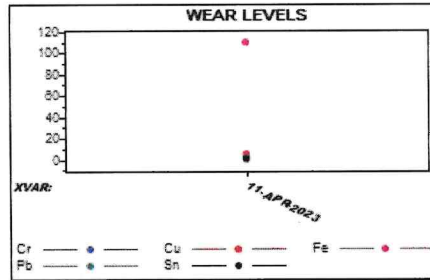
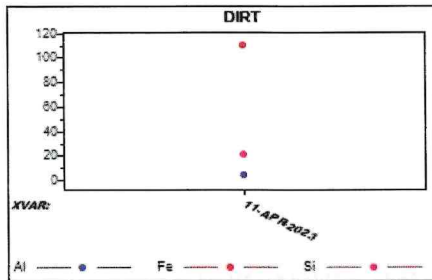
PQ INDEX		
PQI	PQ Index	83

WEAR LEVELS / ADDITIVES

11-Apr-23

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

Cu	Copper	5
Fe	Iron	110
Cr	Chromium	1
Ni	Nickel	0
Ti	Titanium	0
V	Vanadium	0
Pb	Lead	0
Sn	Tin	1
Al	Aluminum	3
Si	Silicon	21
Na	Sodium	6
K	Potassium	3
Mo	Molybdenum	4
B	Boron	179
Ba	Barium	0
Ca	Calcium	57
Mg	Magnesium	15
Mn	Manganese	1
P	Phosphorus	934
Zn	Zinc	17



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 REAR

EQUIP NUM: 812

SERIAL NUMBER: WTC00102

CAT 627K

No Action Required

Interp By: Scot Sorensen

Interpreted On: 14-Apr-23

E070-53104-2578

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 14-Apr-23

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 the recommended interval.

SAMPLE INFORMATION

Sampled Date	11-Apr-23
Sample Id	E070-53104-2578
Lab Date	14-Apr-23
Meter [Hr]	13477
Meter On Fluid	
Fluid Brand	
Fluid Weight	
Fluid Type	
Fluid Change	U
Filter Change	U
Filter Loop	U
Total Fluid Added	0

For additional sample history, go to:

my.cat.com

CONDITION / CONTAMINATION

11-Apr-23

VISCOSITY (CENTISTOKES) ASTM D445

V100	Viscosity at 100 C	15.40
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WATER

W	Water	N
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CLEANLINESS

11-Apr-23

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406

4µ	4µ	21817
6µ	6µ	9586
10µ	10µ	2721
14µ	14µ	1205
21µ	21µ	597
38µ	38µ	242
ISO	ISO Code Rating	22/20/17

PQ INDEX

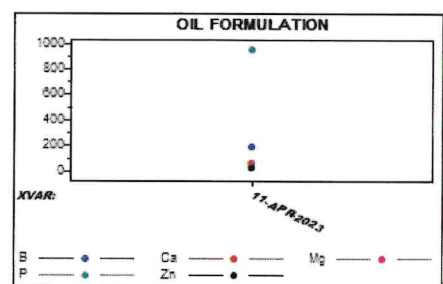
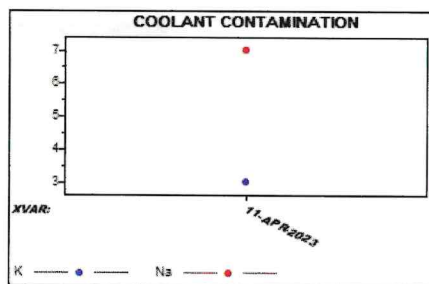
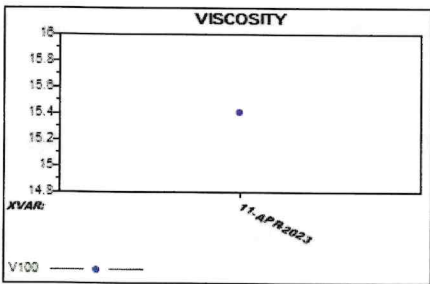
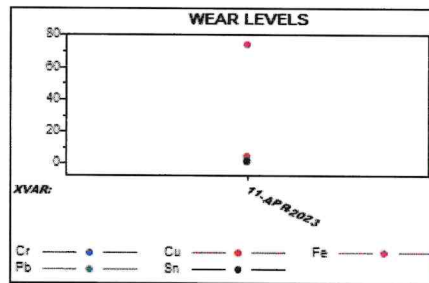
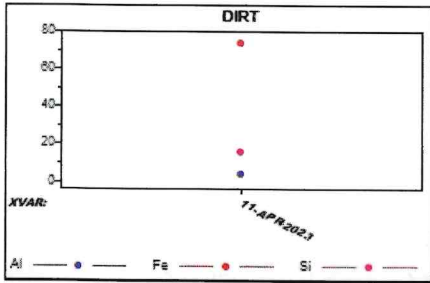
PQI	PQ Index	62
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WEAR LEVELS / ADDITIVES

11-Apr-23

ELEMENTAL ANALYSIS (PPM) ASTM D6185 [OIL] / ASTM D6130 [COOLANT]

Cu	Copper	4
Fe	Iron	73
Cr	Chromium	0
Ni	Nickel	0
Ti	Titanium	0
V	Vanadium	0
Pb	Lead	0
Sn	Tin	1
Al	Aluminum	3
Si	Silicon	15
Na	Sodium	7
K	Potassium	3
Mo	Molybdenum	4
B	Boron	181
Ba	Barium	0
Ca	Calcium	51
Mg	Magnesium	14
Mn	Manganese	1
P	Phosphorus	935
Zn	Zinc	16



Report Comment

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

**FINAL DRIVE REAR
RIGHT**

E070-53104-2580

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 14-Apr-23

**EQUIP NUM: 812
CAT 627K**



No Action Required

SERIAL NUMBER: WTC00102

Interp By: Scot Sorensen

Interpreted On: 14-Apr-23

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 the recommended interval.

SAMPLE INFORMATION

Sampled Date	11-Apr-23
Sample Id	E070-53104-2580
Lab Date	14-Apr-23
Meter [Hr]	13477
Meter On Fluid	
Fluid Brand	
Fluid Weight	
Fluid Type	
Fluid Change	U
Filter Change	U
Drainage Loop	U
Total Fluid Added	0

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

CONDITION / CONTAMINATION

11-Apr-23

VISCOSITY (CENTISTOKES) ASTM D445		
V100	Viscosity at 100 C	14.70

WATER		
W	Water	N

CLEANLINESS

11-Apr-23

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406		
4µ	4µ	54509
6µ	6µ	26974
10µ	10µ	7263
14µ	14µ	2463
21µ	21µ	699
38µ	38µ	91
ISO	ISO Code Rating	23/22/18

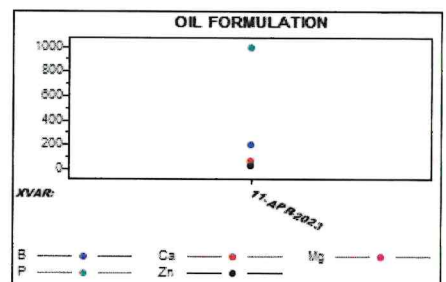
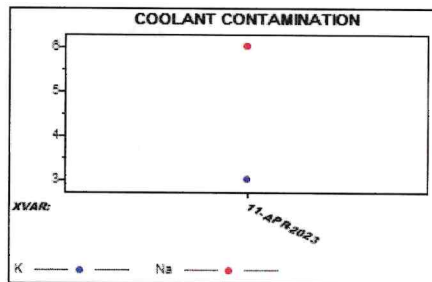
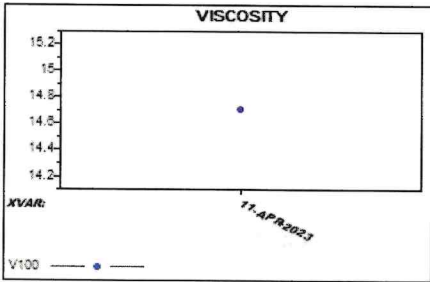
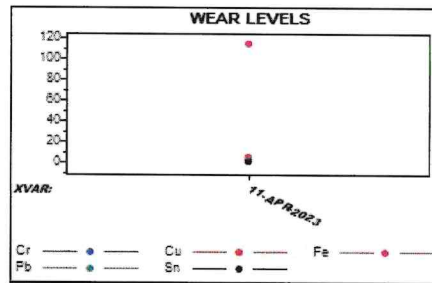
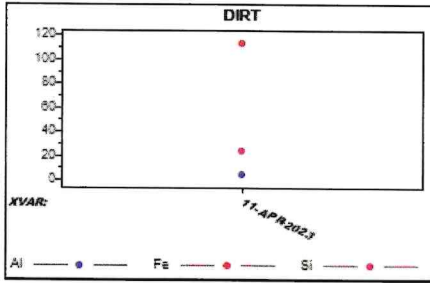
PQ INDEX		
PQI	PQ Index	88

WEAR LEVELS / ADDITIVES

11-Apr-23

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

Cu	Copper	5
Fe	Iron	113
Cr	Chromium	1
Ni	Nickel	0
Ti	Titanium	0
V	Vanadium	0
Pb	Lead	1
Sn	Tin	0
Al	Aluminum	4
Si	Silicon	23
Na	Sodium	6
K	Potassium	3
Mo	Molybdenum	3
B	Boron	187
Ba	Barium	0
Ca	Calcium	61
Mg	Magnesium	16
Mn	Manganese	1
P	Phosphorus	979
Zn	Zinc	18



Report Comment

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

**FINAL DRIVE FRONT
RIGHT**

E070-53104-2577

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 14-Apr-23

**EQUIP NUM: 812
CAT 627K**



No Action Required

SERIAL NUMBER: WTC00102

**Interp By: Scot Sorensen
Interpreted On: 14-Apr-23**

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 the recommended interval.

SAMPLE INFORMATION

Sampled Date	11-Apr-23
Sample Id	E070-53104-2577
Lab Date	14-Apr-23
Meter [Hr]	13477
Meter On Fluid	
Fluid Brand	
Fluid Weight	
Fluid Type	
Fluid Change	U
Filter Change	U
Oil Suction Loop	U
Total Fluid Added	0

For additional sample history, go to:

my.cat.com

CONDITION / CONTAMINATION

11-Apr-23

VISCOSITY (CENTISTOKES) ASTM D445		
V100	Viscosity at 100 C	14.30

WATER		
W	Water	N

CLEANLINESS

11-Apr-23

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406		
4µ	4µ	46040
6µ	6µ	17457
10µ	10µ	3345
14µ	14µ	977
21µ	21µ	258
38µ	38µ	53
ISO	ISO Code Rating	23/21/17

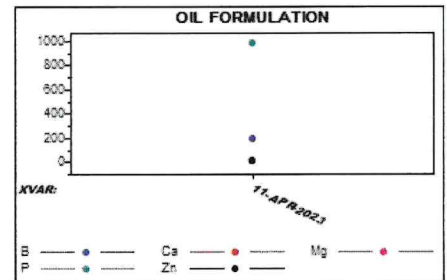
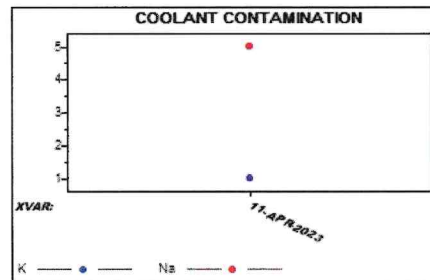
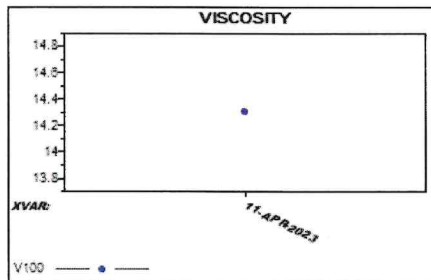
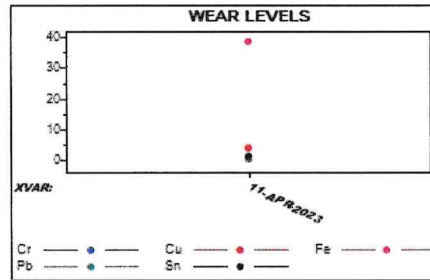
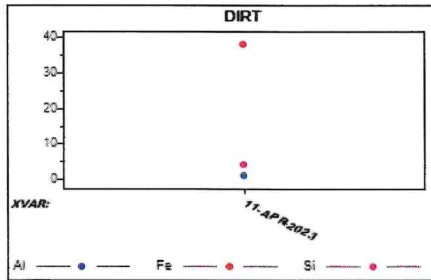
PQ INDEX		
PQI	PQ Index	21

WEAR LEVELS / ADDITIVES

11-Apr-23

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

Cu	Copper	4
Fe	Iron	38
Cr	Chromium	0
Ni	Nickel	0
Ti	Titanium	0
V	Vanadium	0
Pb	Lead	0
Sn	Tin	1
Al	Aluminum	1
Si	Silicon	4
Na	Sodium	5
K	Potassium	1
Mo	Molybdenum	1
B	Boron	185
Ba	Barium	0
Ca	Calcium	11
Mg	Magnesium	3
Mn	Manganese	1
P	Phosphorus	971
Zn	Zinc	0



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: 812

SERIAL NUMBER: WTC00102

CAT 627K

No Action Required

Interp By: Scot Sorensen

Interpreted On: 14-Apr-23

E070-53104-2575

SAMPLE SHIP TIME (days) : 3

Rounds Construction Co.

RECEIVED DATE: 14-Apr-23

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 the recommended interval.

SAMPLE INFORMATION

Sampled Date	11-Apr-23
Sample Id	E070-53104-2575
Lab Date	14-Apr-23
Meter [Hr]	13477
Meter On Fluid	
Fluid Brand	
Fluid Weight	
Fluid Type	
Fluid Change	U
Filter Change	U
Filter Loop	U
Total Fluid Added	0

For additional sample history, go to:

my.cat.com

CONDITION / CONTAMINATION

11-Apr-23

VISCOSITY (CENTISTOKES) ASTM D445		
V100	Viscosity at 100 C	14.10

WATER

W	Water	N
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CLEANLINESS

11-Apr-23

PARTICLE COUNT - ISO 11171:1999 reported per ISO 4406

4µ	4µ	26934
6µ	6µ	8576
10µ	10µ	1796
14µ	14µ	753
21µ	21µ	424
38µ	38µ	204
ISO	ISO Code Rating	22/20/17

PQ INDEX

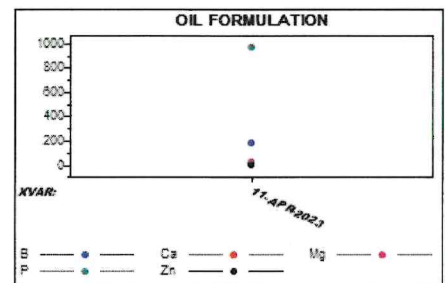
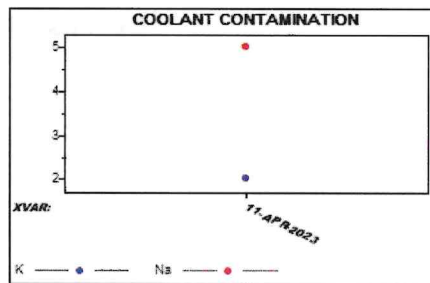
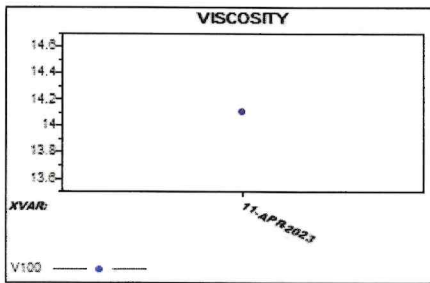
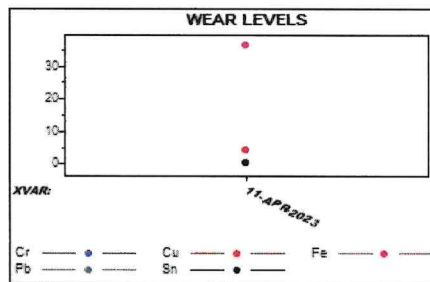
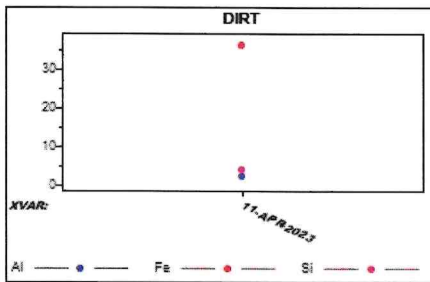
PQI	PQ Index	20
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WEAR LEVELS / ADDITIVES

11-Apr-23

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

Cu	Copper	4
Fe	Iron	36
Cr	Chromium	0
Ni	Nickel	0
Ti	Titanium	0
V	Vanadium	0
Pb	Lead	0
Sn	Tin	0
Al	Aluminum	2
Si	Silicon	4
Na	Sodium	5
K	Potassium	2
Mo	Molybdenum	2
B	Boron	180
Ba	Barium	0
Ca	Calcium	16
Mg	Magnesium	3
Mn	Manganese	1
P	Phosphorus	969
Zn	Zinc	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	WARRANTY	03-30-23	04WO0325204	1 of 1
SHIP VIA		DOC.DATE	REFERENCE NO.		
		03-01-23	0495560		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13556.0	
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

 SXF HEAVY SERVICE WARR
 COVERED REPAIRS 450.00



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Equipment Maintenance Log

Employee: Kevin Date: 8-18-22

Equipment: 812 627K

Meter Hours: 13309 Miles: _____

Parts Replaced: 293-5535 oil pressure sensor

511-7975 fuel pump, rear engine

348-6809 fuel pressure line

1R1808 engine oil filters

1R0749 fuel filters

Maintenance: Rear engine was flashing low oil pressure, was shut down and I hooked up, ran good until rear engine high pressure fuel pump shelled out, busted out inner case and started losing engine oil, pulled it off and replaced with new one from Cat, then changed engine oil. Changed fuel filters, ran and let warm up and ran through all fuel system tests and checked out, had it haul dirt for awhile and pressure was good, had to borrow tools from Butler to turn over engine to time pump, took them back, also had coolant drained from the system to turn over engine so replaced some leaking radiator hoses under rear engine

Had to update to newer fuel injection line on pump



Equipment Maintenance Log

Employee: Riley Date: 10-17-22

Equipment: 812

Meter Hours: 14095 Miles: _____

Parts Replaced: 337-5270 - front trans filter
343-4464 - rear trans filter
295-6257 - hyd filter
139-1537 - hyd filter in tank K2

Maintenance: replace trans filters
replace hyd filters

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: WTC00102
 SERIAL NUMBER: WTC00102
 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) : 6
 SAMPLE LOCATION :

Interp By: Jesse Hill

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.

LAB #

E070-52277-0533

PROCESS DATE 04-Oct-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
28-Sep-22	E070-52277-0533	13466		U	U	27	6	0	0	0	0	6	0	1	36	19	3	0	1	0	3017	15	0	1020	1293

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
28-Sep-22	E070-52277-0533	13466					U	U	10.30	N	N

OIL CLEANLINESS

SAMPLE DATE	SAMPLE ID	FLUID CHANGE	FILTER CHANGE	4µ	6µ	10µ	14µ	18µ	21µ	38µ	50µ	ISO	PQI
28-Sep-22	E070-52277-0533	U	U	4489	1443	400	151	63	31	6	1	19/18/14	5

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

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.

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PHONE: (701) 250-1626

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

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

EQUIPMENT

EQUIP NUM: WTC00102
SERIAL NUMBER: WTC00102
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) : 6
SAMPLE LOCATION :

Interp By: Jesse Hill

**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.

LAB #

E070-52277-0531

PROCESS 04-Oct-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
28-Sep-22	E070-52277-0531	13460		U	U	8	7	0	0	0	0	0	0	3	5	4	2	7	0	0	2700	132	0	1011	1250
22-Mar-22	E070-52084-5222	13042	13042	Y	Y	142	31	0	0	0	0	1	1	6	9	8	2	1	2	1	3039	19	1	1001	1263

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
28-Sep-22	E070-52277-0531	13460					U	U	10.60	N	N
22-Mar-22	E070-52084-5222	13042	13042				Y	Y	10.60	N	N

OIL CLEANLINESS

SAMPLE DATE	SAMPLE ID	FLUID CHANGE	FILTER CHANGE	4µ	6µ	10µ	14µ	18µ	21µ	38µ	50µ	ISO	PQI
28-Sep-22	E070-52277-0531	U	U	12127	186	73	44	26	18	5	2	21/15/13	6
22-Mar-22	E070-52084-5222	Y	Y	36711	5453	109	50	26	14	3	1	22/20/13	14

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

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.



Equipment Maintenance Log

Employee: Riley Date: 9-27-22

Equipment: 812

Meter Hours: _____ Miles: _____

Parts Replaced: DPF - 20R-8034
spark plug - 295-3099
wire - 295-6237
heater valve - 521-2576
heater valve actuator - 563-0397
heater valve install kit - 522-2362

Maintenance: Replace aftertreatment filter
Replace aftertreatment spark plug and wire
Replace heater valve and actuator



ROUNDS CONSTRUCTION
COMPANY

Equipment Maintenance Log

Employee: Rdey Date: 9-12-22

Equipment: 812

Meter Hours: 13438 Miles: _____

Parts Replaced: oil filter - 1R-1808

Fuel - 1R-074

Fuel - 326-1643

air - 290-1935

Maintenance: Engine service front



ROUNDS CONSTRUCTION
COMPANY

Equipment Maintenance Log

Employee: Riley Date: 9-7-22

Equipment: 812

Meter Hours: 13561 Miles: _____

Parts Replaced: Fan motor - 466-7341

Maintenance: _____

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	08-20-22	04WO0316637	1 of 17
SHIP VIA			DOC.DATE	REFERENCE NO.	
			07-13-22	0490434	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13285.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

DSU FOOTBALL FIELD, MADISON, SD @ PROSTRELLOS GO
 NORTH ALL THE WAY OUT OF TOWN WILL SEE THEM
 WORKING ON THE EAST SIDE. WILL NEED TO GO THROUGH
 THE NATIONAL GUARD GATES TO GET BACK

TROUBLESHOOT ENGINE

COMPLAINT: ONE OF #5 LIFTERS HAS FAILED
 CAUSE: #5 INTAKE LIFTER CLIP FAILED AND ALLOWED
 LIFTER TO SPIN 90 DEGREES.
 RESULTANT DAMAGE: CAM SHAFT DAMAGED, POSSIBLE
 BLOCK DAMAGE. METAL IN ENGINE.
 CORRECTION: REMOVED REAR EJECTOR CYLINDER MOUNTING
 PIN AND LOWERED CYLINDER DOWN ONTO FRAME CROSS
 SUPPORT. REMOVED TRANSMISSION COOLER LINES BRACKET
 AND DIPSTICK TUBE FROM OIL PAN AND LOWERED OIL
 PAN. HAD TO UNBOLT PICK UP TUBE FIRST BEFORE
 HAVING ENOUGH ROOM TO FULLY REMOVE OIL PAN FROM
 CHASSIS. FOUND SEVERAL PIECES OF BROKE LIFTER IN
 OIL PAN. REMOVED ENGINE OIL PUMP AND FOUND IT WAS
 SEVERELY DAMAGED FROM PIECES OF METAL GOING
 THROUGH IT. CUT OPEN ENGINE OIL FILTER AND IT WAS
 ALSO FULL OF METAL. CONSULTED WITH CUSTOMER BEFORE
 INSPECTING ENGINE FURTHER AND DECISION WAS MADE TO
 REMOVE ENGINE.

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Statements: Generated as of month end.

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04	C78767	812	08-20-22	04WO0316637	2 of 17
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			07-13-22	0490434	
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812	AA	627K	0WTC00102	13285.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

TOTAL LABOR SEG. 01 455.00 *
SEGMENT 01 TOTAL 455.00 T

REMOVE& INSTALL COOLING PACKAGE

COMPLAINT: INITIAL DECISION WAS TO PULL COOLING PACKAGE TO MAKE REPAIRS TO ENGINE INFRAME.
CAUSE: REMOVE COOLING PACKAGE SO ENGINE COULD BE REMOVED WITHOUT REMOVING TRANSMISSION.
CORRECTION: 7/13/22 ASSISTED RYLE IN REMOVING COOLING PACK. FINISHED REMOVING LOWER RADIATOR HOSE, AIR COOLER HOSE, DEF LINE CLAMPS AND LOWER MOUNTING BOLTS. REMOVED COOLING PACK AND SECURED ON BLOCKING NEXT TO MACHINE.

8/3/22 BLEW ATAAC AND TESTED FOR LEAKS, OKAY. SET COOLING PACKAGE IN MACHINE AND SECURED. WORKED WITH RYLE AND HOOKED UP ALL COOLANT, AIR, DEF AND FUEL LINES. VACUUMED FILLED COOLING SYSTEM WITH NEW COOLANT. INSPECTED SYSTEM, NO LEAKS FOUND.

TOTAL LABOR SEG. 02 870.00 *
SEGMENT 02 TOTAL 870.00 T

REMOVE& INSTALL ENGINE

COMPLAINT: LIFTER FAILURE, CONTINGENT DAMAGE AND

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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.	
			07-13-22	0490434	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13285.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

AGE OF ENGINE LEAD TO CUSTOMERS DECISION TO REMOVE ENGINE.
 CAUSE: #5 INTAKE LIFTER HAS FAILED AND CAUSED OTHER ENGINE DAMAGE.
 CORRECTION: 7/13/22 HOOD, CEM UNIT AND COOLING PACKAGE ALREADY REMOVED. DECISION TO REMOVE JUST THE ENGINE WAS MADE INSTEAD OF THE COMPLETE REAR PACKAGE. DRAINED TRANSMISSION OIL AND REMOVED LOWER SCAVENGE HOSE TO FLYWHEEL HOUSING AND TRANSMISSION COOLER LINES. REMOVED RIGHTS SIDE PILLAR SUPPORT WITH OIL FILTER BASE ATTACHED, REMOVED LEFT SIDE PILLAR AFTER REMOVING ELECTRICAL HARNESSES AND ECM. REMOVED REAR BRACKETS AND AIR CLEANER HOUSING. REMOVED ADDITIONAL AIR PIPING AND COOLING PIPING. FINISHED REMOVING ELECTRICAL HARNESS AND LAID THEM OVER THE LEFT FENDER. REMOVED ALL REAR TRANSMISSION TO FLYWHEEL HOUSING BOLTS. SECURED RIGGING ON ENGINE AND REMOVED FRONT MOUNTING BOLTS. AFTER ENGINE WAS COMPLETELY REMOVED FORM CHASSIS, SECURED AND SEALED UP LINES ON MACHINE AND ENGINE TO PREVENT CONTAMINATION.
 8/2/22 & 8/3/22
 CLEANED ALL MOUNTING SURFACES AND AREA WHERE

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	08-20-22	04WO0316637	4 of 17
SHIP VIA			DOC.DATE	REFERENCE NO.	
			07-13-22	0490434	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13285.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

ENGINE WOULD BE SITTING. REMOVED ENGINE FROM SERVICE TRUCK, INSTALLED NEW MOUNTING SEALS AND SET ENGINE IN PLACE. WORKED WITH RYLE AND INSTALLED ALL HOSES LINES, BRACKETS, CEM UNIT, PANELS, EJECTOR CYLINDER AND LINES. AFTER FILLING TRANSMISSION, ENGINE AND RADIATOR FLUIDS RAN MACHINE AND MADE SURE THERE WAS NO LEAKS. INSTALLED HOOD AND REMAINING PANELS TO SECURE REAR ENGINE IN PACK.

1	5M-7329	SEAL O RING	S	14.03	14.03
3	238-8649	CAT ELC-5 GAL	S	82.40	247.20
3	4627708	30W TDTO 2.5 GAL	S	53.90	161.70
		TOTAL PARTS	SEG. 03		422.93 *
		TOTAL LABOR	SEG. 03		2730.00 *
		SEGMENT 03 TOTAL			3152.93 T

RECONDITION ENGINE
 COMPLAINT: LIFTER TURNED, BROKEN RINGS, SORED LINERS, NO CROSSHATCH IN ANY LINERS
 CAUSE: LIFTER CLIP BROKE, RINGS FAILED, ENGINE WAS DUSTED
 RESULTANT DAMAGE: REPLACE PISTONS, RINGS, LINERS, ALL BEARINGS, CAM, LIFTERS, HONE LIFTER BORES

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CORRECTION: UNHOOKED WIRING TO EGR SYSTEM, REMOVED EGR TUBING, VALVE, COOLER, FUEL FILTER BASES, UNHOOKED WIRING HARNESS AND MOVED IT OUT OF THE WAY, REMOVED FUEL LINES, FUEL RAIL, TURBO OIL LINE, VALVE COVER, PULLED INJECTORS. PULLED FAN, FAN HUB BRACKET, TENSIONER BRACKET, ACCESSORY DRIVE BRACKET BOLTED TO THE HEAD, FUEL FILTER BASE BRACKETS, PULLED HEAD BOLTS AND REMOVED HEAD. REMOVED TURNED LIFTER, CLEANED OUT BORE, FOUND IT LOOKED OK, JUST NEEDED TOUCHED UP WITH A HONE. FOUND NUMBER 1 AND 4 WERE SCORED PRETTY BAD, FOUND THERE WAS NO CROSSHATCH AT ALL IN ANY CYLINDER. = PULLED DAMPER, PULLEYS, TRUNNION, FRONT CRANKSHAFT HUB, CAM COVER, REMOVED THE REST OF THE LIFTERS AND REMOVED THE CAM. REMOVED FRONT HOUSING AND IDLER GEAR. INSPECTED EVERYTHING AND FOUND CAM BEARINGS WERE IN POOR SHAPE AND IDLER GEAR BEARING WAS ALSO IN POOR SHAPE. PACKS AND HEAD WERE UNAVAILABLE, CUSTOMER DECIDED TO REPLACE PISTONS, RINGS, LINERS, OIL COOLER, EGR COOLER. ORDERED PARTS. FLIPPED ENGINE UP ON END AND REMOVED PISTONS AND RODS. PULLED LINERS, CLEANED BLOCK. REMOVED FLYWHEEL, STARTER, REAR HOUSING, REAR CAM

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PLUG. PULLED WIRING HARNESS, ECM, BLOCK SIDE COVER. PULLED CAM BEARINGS. TIPPED ENGINE UP ON END, REMOVED MAINS AND CRANKSHAFT. INSPECTED BLOCK GOOD, FOUND THE LIFTER BORES WERE ALL SCORED UP IN THE LOWER PORTION OF THE BORE. HONED ALL LIFTER BORES AND MADE SURE A NEW LIFTER WOULD SLIDE IN THE BORES WITH NO RESISTANCE. REMOVED ENGINE OIL FILTER BASE AND OIL COOLER, CLEANED AND WASHED BLOCK. CLEANED PARTS, WASHED PARTS, REMOVED PISTONS FROM RODS, CLEANED RODS, WRIST PINS, INSPECTED. DISASSEMBLED HEAD, PULLED TURBO, MANIFOLD, INTAKE, FITTINGS AND SENSORS. REMOVED INJECTOR SLEEVES, CLEANED AND WASHED HEAD. INSTALLED FITTINGS, SENSORS, EXHAUST MANIFOLD, INTAKE. INSTALLED PISTONS ON THE RODS, INSTALLED RINGS ON PISTONS. CLEANED AND WASHED CRANKSHAFT. INSTALLED NEW MAIN BEARINGS, INSTALLED CRANKSHAFT, MAIN CAPS, TORQUED AND TURNED. INSTALLED LINERS, CHECKED PROTRUSION, ALL LOOKED GOOD. PUSHED PISTON AND RODS IN, TORQUED ROD CAPS, INSTALLED PISTON COOLING JETS. SET ENGINE DOWN ON THE PAN RAILS, INSTALLED CAM BEARINGS, INSTALLED CAM TO MAKE SURE IT SPUN FREE. REMOVED CAM. INSTALLED

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SHIP VIA		DOC.DATE	REFERENCE NO.		
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REAR CAM PLUG, REAR HOUSING, TORQUED, REAR SEAL, FLYWHEEL, TORQUED. INSTALLED NEW FRONT IDLER GEAR, MADE SURE CRANKSHAFT WAS PINNED AT NUMBER 1 TDC, MADE SURE THE TIMING MARKS LINED UP WHERE THEY NEEDED TO BE. INSTALLED FRONT HOUSING, TORQUED BOLTS, INSTALLED CAM, THRUST PLATE, INSTALLED HIGH PRESSURE FUEL PUMP AND LINED UP THE TIMING MARKS. INSTALLED CAM COVER, FRONT SEAL, TRUNNION, DAMPER HUB, DAMPER, PULLEYS. INSTALLED BLOCK SIDE COVER, ECM, WIRING HARNESS. INSTALLED OIL COOLER, FILTER BASE, TORQUED BOLTS. INSTALLED NEW LIFTERS WITH NEW CLIPS, SET HEAD ON, TORQUED BOLTS, TURNED, LOOSENED, TORQUED, AND TURNED. INSTALLED INJECTORS, TORQUED, INSTALLED QUILL TUBES, TORQUED. INSTALLED ALL NEW HIGH PRESSURE FUEL LINES, INSTALLED FUEL RAIL, TORQUEDL ALL FUEL LINES. INSTALLED BRIDGES, PUSH TUBES, ROCKER ASSEMBLY, TORQUED. SET VALVES, TORQUED NUTS. INSTALLED COMPRESSION BRAKE, ADJUSTED LASH. INSTALLED VALVE COVER. INSTALLED EGR COOLER, TUBES, VALVE, BRACKETS, WIRING, HOOKED EVERYTHING UP. INSTALLED TURBO, HOOKED UP OIL LINES. INSTALLED FUEL FILTER BASE BRACKETS, FRONT

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STRUCTURE BRACKETS, TENSIONER BRACKET, FAN HUB
BRACKET, FAN, BELTS, ALTERNATOR, FUEL FILTER
BASES, HOOKED UP LINES. INSTALLED OIL PUMP,
OUTLET ELBOW, PICKUP TUBE, TORQUED EVERYTHING.
INSTALLED OIL PAN. PAINTED ENGINE.

2	0L-1026		PLUG	S	2.65	5.30
1	0S-0519		PLUG	S	18.29	18.29
2	1R-0749		FILTER AS FU	S	25.60	51.20
2	3B-0623		PLUG	S	4.03	8.06
1	3J-7354		SEAL O RING	S	1.12	1.12
1	5P-4116		WASHER	S	.56	.56
1	5P-7530		SEAL O RING	S	7.88	7.88
3	5P-8244		WASHER	S	.57	1.71
1	7C-1493		VALVE	S	22.60	22.60
2	8T-0154		CLAMP	S	3.67	7.34
1	8T-1117		CLAMP-HOSE	S	4.29	4.29
2	8T-5917		SEAL-O-RING	S	2.09	4.18
2	9N-5085		CLAMP	S	52.56	105.12
12	9X-6620		LOCK-NUT	S	6.11	73.32
1	9Y-6089		GASKET	S	5.08	5.08
1	10R-2312		CORE AS OIL	N	677.99	677.99
1			CORE CHARGE	N	319.99	319.99
1-			CORE CREDIT	N	319.99	319.99-

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1	10R-6398		PUMP GP GERO	N	468.88	468.88
1			CORE CHARGE	N	733.35	733.35
1-			CORE CREDIT	N	733.35	733.35-
1	10R-6457		ARM A ROCKER	S	81.42	81.42
1			CORE CHARGE	S	34.96	34.96
1-			CORE CREDIT	N	34.96	34.96-
12	116-3715		STUD	S	14.25	171.00
1	131-0353		STUD-BOLT	N	10.65	10.65
2	137-8101		SEAL-O-RING	S	4.48	8.96
1	149-2090		SEAL-O-RING	S	4.42	4.42
12	160-8197		BOLT	S	17.45	209.40
6	167-0024		SEAL-LINER	S	14.08	84.48
1	190-6114		GASKET-OIL	S	53.91	53.91
1	195-0452		GASKET	S	1.35	1.35
1	198-4765		WASHER-HARD	S	1.30	1.30
1	209-7290		GASKET	S	17.48	17.48
1	228-7089		SEAL-O-RING	S	4.82	4.82
1	228-7093		SEAL-O-RING	S	6.51	6.51
1	228-7094		SEAL-O-RING	S	7.33	7.33
1	228-7096		SEAL-O-RING	S	10.87	10.87
1	238-5080		SEAL-O-RING	S	5.71	5.71
1	238-5081		SEAL-O-RING	S	6.42	6.42
1	238-5084		SEAL-O-RING	S	9.22	9.22

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	242-3864		SPRING	S	10.06	10.06
1	243-6716		BEARING KT-	S	385.94	385.94
1	255-8674		BRIDGE-VALVE	S	27.73	27.73
1	261-0205		ROD-VALVE PU	S	26.23	26.23
6	261-7595		BOLT-SOCKET	S	5.40	32.40
6	262-2891		RING-PISTON-	N	28.30	169.80
26	263-2915		BOLT-12 POIN	S	14.43	375.18
6	269-7290		BEARING-CONN	N	33.99	203.94
6	274-1639		SEAL-FUEL SY	S	5.77	34.62
1	280-4322		GASKET	N	15.16	15.16
1	294-6119		SENSOR GP-PR	N	199.96	199.96
6	300-1319		RING-PISTON	N	28.30	169.80
2	314-7599		CLAMP-BAND	S	7.49	14.98
1	324-9290		BELLOWS AS.-	S	184.64	184.64
1	330-8197		SEAL-O-RING	S	7.44	7.44
6	369-5326		BODY AS-PIST	N	214.57	1287.42
1	380-8558		HOSE	S	23.74	23.74
1	420-3655		TUBE AS	N	94.09	94.09
3	423-4359		TUBE AS-FUEL	S	51.15	153.45
1	428-6096		KIT F INJ	S	74.57	74.57
1	428-6097		KIT F INJ	S	63.43	63.43
1	428-6098		KIT F INJ	S	68.31	68.31
5	450-2564		KIT GASKET	S	19.50	97.50

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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	812	08-20-22	04WO0316637	11 of 17
SHIP VIA			DOC.DATE	REFERENCE NO.	
			07-13-22	0490434	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13285.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	455-1697		KIT GASKET	N	180.60	180.60
8	467-4243		SPRING-GUIDE	S	15.32	122.56
6	469-5313		LINER-CYLIND	N	145.26	871.56
6	471-0275		RING-PISTON	N	28.31	169.86
2	485-8985		CLIP-HALF SL	S	15.02	30.04
2	485-8986		CLIP-HALF TA	S	15.02	30.04
1	485-8987		TUBE AS-FUEL	S	95.82	95.82
8	575-4995		LIFTER AS-VA	S	158.21	1265.68
			TOTAL PARTS		SEG. 04	8644.72 *
					F/R LBR	12750.00 *
			SEGMENT 04 TOTAL			21394.72 T

REPLACE COOLANT HOSE/LINES

COMPLAINT: COOLANT LINES TO ARD HEAD ARE IN POOR SHAPE

CORRECTION: FOUND COOLANT LINES GOING TO ARD HEAD WERE IN POOR SHAPE, ORDERED NEW LINES AND SENT THEM WITH ENGINE TO BE INSTALLED WHEN ENGINE IS REINSTALLED.

4	4J-5477		SEAL O RING	S	1.18	4.72
2	124-2111		COUPLING	S	7.71	15.42
2	124-2128		COUPLING	S	13.92	27.84
170	456-8518		HOSE BK	S	.05	8.50

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
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812	AA	627K	0WTC00102	13285.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

2.00	440-0055		TOTAL PARTS	SEG. 05	56.48 *
			HOSE LABOR TXBL		40.00
			TOTAL MISC CHGS	SEG. 05	40.00 *
			SEGMENT 05 TOTAL		96.48 T

REPLACE EXHAUST COOLER
COMPLAINT: COOLANT IN THE EGR TUBING
CAUSE: EGR COOLER FAILED
CORRECTION: REMOVED OLD COOLER DURING DISASSEMBLY,
INSTALLED NEW COOLER DURING ASSEMBLY.

3	305-4484		SEAL-O-RING	S	3.22	9.66
1	449-3090		COOLER GP-EX	S	2333.63	2333.63
			TOTAL PARTS	SEG. 06		2343.29 *
			SEGMENT 06 TOTAL			2343.29 T

REPLACE CRANKSHAFT REAR SEAL
COMPLAINT: CUSTOMER WANTED REAR SEAL REPLACED
WHILE ENGINE WAS OUT OF THE MACHINE
CORRECTION: REMOVED FLYWHEEL, REAR SEAL, CLEANED
EVERYTHING UP GOOD, INSTALLED NEW REAR SEAL.

1	528-5684		SEAL GP-CSHA	S	71.72	71.72
			TOTAL PARTS	SEG. 07		71.72 *
			SEGMENT 07 TOTAL			71.72 T

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

REPLACE WITH NEW CAMSHAFT BEARING
SET (ALL)

COMPLAINT: CAM BEARINGS IN POOR SHAPE
CORRECTION: REMOVED REAR COVER, REAR CAM PLUG,
MADE TOOLING AND DROVE CAM BEARINGS OUT. CLEANED
BLOCK UP, INSTALLED NEW CAM BEARINGS, INSTALLED
REAR PLUG, AND REAR HOUSING.

2	203-5805	BEARING-SLEE	N	27.72	55.44
1	203-6090	BEARING-SLEE	N	26.06	26.06
1	216-5586	BEARING-SLEE	S	27.30	27.30
		TOTAL PARTS	SEG. 08		108.80 *
		TOTAL LABOR	SEG. 08		75.00 *
		SEGMENT 08 TOTAL			183.80 T

REPLACE WITH NEW CRANKSHAFT
SEALING FACE

COMPLAINT: FRONT CRANK ADAPTER HAD A GROOVE WORE
INTO IT FROM FRONT SEAL
CORRECTION: HAD FRONT CRANK ADAPTER OFF, FOUND IT
HAD A GROOVE WORE INTO IT, ORDERED A NEW ONE AND
INSTALLED DURING ASSEMBLY.

1	342-9537	ADAPTER	N	267.60	267.60
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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

TOTAL PARTS SEG. 09 267.60 *
SEGMENT 09 TOTAL 267.60 T

REPLACE WITH NEW ENGINE MOUNT
TRUNNION

COMPLAINT: RUBBER IN THE FRONT TRUNNION SEPARATED
CORRECTION: REMOVED TRUNNION DURING DISASSEMBLY,
INSTALLED NEW DURING ASSEMBLY

1	311-8096		TRUNNION AS N	561.11	561.11
TOTAL PARTS				SEG. 10	561.11 *
SEGMENT 10 TOTAL					561.11 T

REPLACE WITH NEW TIMING/ACCESSORY GEARS

COMPLAINT: BEARING IN IDLER WORN
CORRECTION: REMOVED IDLER GEAR, FOUND BEARING WAS
IN POOR SHAPE, WAS UNABLE TO GET JUST BEARING,
ORDERED GEAR. INSTALLED DURING ASSEMBLY.

1	296-5412		GEAR AS.-IDL N	322.92	322.92
TOTAL PARTS				SEG. 11	322.92 *
SEGMENT 11 TOTAL					322.92 T

REPLACE WITH REMAN TURBOCHARGER

COMPLAINT: TURBO BUSHINGS WORE, WHEEL RUBBING ON

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

COMPRESSOR HOUSING
CORRECTION: REMOVED OLD TURBO FROM MANIFOLD,
INSTALLED NEW TURBO DURING ASSEMBLY, HOOKED UP OIL
LINES.

1	20R-3967	CARTRIDGE GP	N	2431.36	2431.36
1		CORE CHARGE	N	1144.17	1144.17
1-		CORE CREDIT	N	1144.17	1144.17-
		TOTAL PARTS	SEG. 12		2431.36 *
		SEGMENT 12 TOTAL			2431.36 T

REPLACE WITH NEW UNIT INJECTOR SLEEVE
SET (ALL)

COMPLAINT: WANTED INJECTOR SLEEVES REPLACED
CORRECTION: REMOVED INJECTOR SLEEVES FROM THE
HEAD, CLEANED HEAD, INSTALLED SEALS ON NEW
SLEEVES, INSTALLED IN HEAD.

6	310-7258	SEAL-O-RING	N	6.28	37.68
6	310-7259	SEAL-O-RING	N	9.75	58.50
6	325-6575	SLEEVE-INJEC	N	21.40	128.40
		TOTAL PARTS	SEG. 13		224.58 *
		TOTAL LABOR	SEG. 13		525.00 *
		SEGMENT 13 TOTAL			749.58 T

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

PERFORM MAINTENANCE ON AFTERTREATMENT SYSTEM
COMPLAINT: BEFORE ENGINE FAILURE, MACHINE WAS
HAVING REGEN ISSUES.
CAUSE: REPLACE DEF INJECTOR, SPARK PLUG AND SPARK
PLUG WIRE.
CORRECTION: AFTER INSTALLING REBUILT ENGINE AND
BEFORE RUNNING MACHINE, REMOVED DEF INJECTOR,
NOTE: DEF INJECTOR WAS LEAKING, SEVERELY PACKED
WITH DRIED DEF. REMOVED SPARK PLUG AND IT WAS
CAKED WITH SOOT. REMOVED SPARK PLUG WIRE, IT WAS
DRY ROTTED AND OUTER HEAT SHIELD WAS DETERIORATED
AWAY. INSTALLED NEW DEF INJECTOR THAT CUSTOMER
PROVIDED, NEW SPARK PLUG AND NEW WIRE.

1	295-3099		PLUG-SPARK	S	16.24	16.24
1	295-6237		WIRE AS	S	117.47	117.47
1	418-2073		GASKET AS	S	4.70	4.70
			TOTAL PARTS	SEG. 15		138.41 *
			TOTAL LABOR	SEG. 15		234.00 *
			SEGMENT 15 TOTAL			372.41 T

TRAVEL TO/FROM MACHINE

1.00			SERVICE CALL Z4			340.00
1.00			SERVICE CALL Z4			340.00

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 visit our website at: www.butlermachinery.com



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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	812	08-20-22	04WO0316637	17 of 17
SHIP VIA			DOC.DATE	REFERENCE NO.	
			07-13-22	0490434	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
812	AA	627K	0WTC00102	13285.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1.00			SERVICE CALL Z4		340.00
			TOTAL MISC CHGS	SEG. 9A	1020.00 *
			SEGMENT 9A TOTAL		1020.00 T

			HANDLING CHARGE		935.64 T
			SD STATE TAX		1585.29 T
			MADISON CITY TAX		704.57 T

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\$37,518.42

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	KEVIN WYNIA	06-23-22	04WO0314153	1 of 62
SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

BMC SF QUOTE FROM CASHMAN CAT IN LAS VEGAS IS
 ATTACHED TO THE W/O.
 WASH MACHINE

F/R LBR	1080.00 *
----- SEGMENT WS TOTAL	1080.00 T

TROUBLESHOOT TRANSMISSION
 FRONT

COMPLAINT: THERE IS SOMETHING WRONG WITH THE FRONT
 TRANSMISSION.

CAUSE: LOW CLUTCH ENGAGEMENT PRESSURES.

CORRECTION: THERE IS AN UNKNOWN ISSUE WITH FRONT
 SCRAPER TRANSMISSION. WARMED MACHINE UP, WHILE
 DRIVING AROUND COULD NOT GET THE TRANSMISSION TO
 ALWAYS COME OUT OF 2ND GEAR AND GO INTO HIGHER
 GEARS. INSPECTED SCREENS FOR THE TRANSMISSION.
 FOUND VERY SMALL PIECES IN SCREEN, NOTHING
 ALARMING. IT IS UNKNOWN THE LAST TIME THE
 SCREENS/FILTER WAS INSPECTED. MAGNETIC SCREEN WAS
 BENT AND THE PLASTIC IS CRACKED. REMOVED THE
 FILTER AND DID NOT FIND ANYTHING WRONG INSIDE THE
 FILTER. INSTALLED NEW FILTER, TOPPED OFF OIL AND
 BROUGHT MACHINE BACK OUTSIDE. RAN MACHINE AROUND

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04	C78767	KEVIN WYNIA	06-23-22	04WO0314153	2 of 62
SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

FOR A WHILE AND MOVED SOME DIRT WITH IT. OCCASIONALLY WOULD NOT GET THE TRANSMISSION TO COME OUT OF 2ND GEAR, MOST OF THE TIME IT WAS SHIFTING GOOD. DIFFERENTIAL LOCK WAS NOT WORKING EITHER, IT WOULD SAY CONDITIONS WERE NOT MET. LOOKED INTO AND FOUND SOFTWARE IS OUT OF DATE AND THE NEW SOFTWARE DOES NOT LOOK FOR THE WHEEL SPEED SENSORS. UPDATED POWERTRAIN SOFTWARE AND RAN THE MACHINE. DIFFERENTIAL LOCK NOW WORKS. BROUGHT GAUGES OUT TO THE MACHINE AND CHECKED PUMP PRESSURE. PRESSURE IS AT 400 AT LOW IDLE AND 455 AT HIGH IDLE. SPEC IS GREATER THAN 410 AT LOW IDLE AND BETWEEN 440 AND 470 AT HIGH IDLE. CHECKED CLUTCH PRESSURES, CLUTCH 1 WAS 370, SPEC IS 430+-10. COULD NOT GET IT TO ADJUST UP. CLUTCH 2-6 WERE AT SPEC, 2 AND 3 COULD NOT BE ADJUSTED ANY HIGHER. CLUTCH 7 WAS 385 AND SPEC IS 430+-10 AND COULD NOT BE ADJUSTED ANY HIGHER. TORQUE CONVERTER OUTLET PRESSURE WAS 36-38 SPEC IS 40-70. REMOVED HOSES AND RAN TRANSMISSION FILL CALIBRATION, CALIBRATION COMPLETED BUT GAVE A WARNING THAT CLUTCH 4 WAS AT LIMIT. SENT OFF LIST OF ISSUES FOUND.

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	3P-3812		COVER	N	431.27	431.27.
1	9W-6286		GASKET	N	23.64	23.64
1	571-5253		ELEMENT AS-X	S	73.83	73.83
6	1556213B		30W TRANS BULK	S	16.87	101.22
			TOTAL PARTS			629.96 *
				SEG. 01		
				F/R LBR		1200.00 *
			SEGMENT 01 TOTAL			1829.96 T

REMOVE& INSTALL BOTTOM GUARD

COMPLAINT: REMOVE AND INSTALL BOTTOM GUARDS FOR INSPECTION AND REPAIRS .

CORRECTION: REMOVED BOTTOM GUARDS UNDER ENGINE AND RETARDER. RETARDER GUARD HINGES WERE BENT UP AND COULD NOT REMOVE GUARD. BENT THEM DOWN SO THE GUARD COULD BE REMOVED. REMOVED TRANSMISSION GUARD, BRACKET ON THE RIGHT SIDE OF THE TRANSMISSION HAS A BROKEN BOLT AND WAS NOT HOOKED UP. LEFT SIDE OF THE TRANS GUARD IS BROKE WHERE IS MOUNTS TO THE FRAME.

TOTAL LABOR	SEG. 02	810.00 *
SEGMENT 02 TOTAL		810.00 T

REMOVE& INSTALL TRANS & DIFFERENTIAL UNIT

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

COMPLAINT: FAILURE IN DIFFERENTIAL AND TRANSMISSION, REMOVE AND INSTALL FRONT DIFFERENTIAL AND TRANSMISSION.
CORRECTION: DRAINED HYDRAULIC, TRANSMISSION AND DIFFERENTIAL OILS. FOUND A LOT OF SMALL METAL PARTICLES IN THE DIFF OIL. WHILE INSPECTING UNDER THE MACHINE FOUND THE DIFFERENTIAL LOCK HOSE WAS CAPPED OFF. UNHOOKED ELECTRICAL AND HOSES ON THE TRANSMISSION AND HYDRAULIC PUMPS. REMOVED BRAKE COOLING PUMP AND DRIVE SHAFT. FINISHED UNHOOKING THE BRAKE VALVE AND REMOVED. REMOVED DRIVE SHAFT COVER AND UNHOOKED DIFFERENTIAL LOCK HOSE FROM THE DIFFERENTIAL. REMOVED BOTH WHEEL COVERS AND REMOVED AXLE SHAFTS. RIGHT AXLE SHAFT WOULD NOT COME OUT, HAD TO PULL ON AXLE SHAFT HARD TO GET IT TO SLIDE OUT. FOUND THE SPLINES ON THE SHAFT WERE DAMAGED. REPAIRED AXLE SHAFT ON SEPARATE SEGMENT. HOOKED UP TO THE TRANS AND DIFF, REMOVED MOUNTING BOLTS AND REMOVED FROM THE MACHINE. FOUND A HUGE PILE OF FINE METAL IN DIFFERENTIAL HOUSING. CLEANED UP THE HOUSING AND ALL PARTS TO PUT MACHINE BACK TOGETHER. ONCE ALL PARTS WERE CLEANED UP, SLID DIFFERENTIAL AND TRANSMISSION INTO

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

HOUSING. FINISHED INSTALLING NUTS AND TORQUED THE TRANS/DIFF. HOOKED UP COMPONENTS ON FRONT SIDE. ROUTED HOSES AND HOOKED UP PUMPS AND WIRING. REASSEMBLED MACHINE. WARMED MACHINE UP AND CHECKED MAIN PUMP PRESSURE SPEC IS ABOVE 410 PSI AT LOW IDLE AND HAD 430PSI, AT HIGH IDLE SPEC IS BETWEEN 440 AND 470, CHECKED AT 475PSI. COMPLETED CLUTCH PRESSURES, UNHOOKED GAUGES AND RAN TRANSMISSION FILL CALIBRATION, EVERYTHING PASSED. STARTED TO RUN MACHINE AROUND AND GOT SPEED SENSOR FAULTS, REPAIRED ON SEPARATE SEGMENT. ONCE, REPAIRED, RAN MACHINE AROUND AND TOPPED OFF OIL LEVELS.

3	1F-7958		NUT	S	.48	1.44
1	1J-9671		SEAL O RING	S	1.01	1.01
1	1P-3703		SEAL	S	2.26	2.26
4	1P-3704		SEAL	S	2.64	10.56
1	1P-3705		SEAL	S	2.98	2.98
1	1P-3708		SEAL	S	3.61	3.61
2	2S-4078		SEAL	S	2.11	4.22
6	3H-7654		WASHER	S	.53	3.18
5	3J-1907		SEAL	S	1.07	5.35
4	3J-7354		SEAL O RING	S	.96	3.84
2	4J-0522		SEAL-O-RING	S	2.28	4.56

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	4J-5477		SEAL O RING	S	1.02	1.02
1	4P-7581		CLIP	S	4.22	4.22
5	5K-9090		SEAL O RING	S	1.36	6.80
2	5P-1717		CLAMP	S	7.35	14.70
12	5P-6412		CM-HOSE STK	S	.75	9.00
1	5S-3676		SEAL O RING	S	6.88	6.88
8	6V-8397		SEAL	S	1.09	8.72
5	6V-8398		SEAL O RING	S	1.12	5.60
8	6V-9746		SEAL O RING	S	1.24	9.92
4	7J-9108		SEAL	S	1.18	4.72
1	7M-8485		SEAL	S	1.81	1.81
1	8T-2885		SEAL	N	3.71	3.71
2	8T-4983		CLAMP	S	15.07	30.14
1	9F-7283		RING	S	5.67	5.67
1	061-7540		SEAL O RING	S	10.08	10.08
1	107-5769		SEAL O RING	S	6.82	6.82
2	258-2829		BREATHER	S	26.45	52.90
1	294-9707		HOSE	N	25.63	25.63
1	373-3991		KIT-GASKET	N	13.46	13.46
16	4627708		30W TDTO 2.5 GAL	S	47.29	756.64
2	4627710		HYDO ADV 10 2.5 GAS	S	52.33	104.66
1	8T9584		80W90 55 GAL	S	1017.82	1017.82
			TOTAL PARTS		SEG. 03	2143.93 *

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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	06-23-22	04WO0314153	7 of 62
SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

F/R LBR 6000.00 *

SEGMENT 03 TOTAL 8143.93 T

SEPARATE& CONNECT TRANS & DIFFERENTIAL UNIT
COMPLAINT: SEPARATE TRANSMISSION AND DIFFERENTIAL
FOR SHIPPING TO RAPID CITY FOR REPAIRS.
CORRECTION: UNHOOK DIFFERENTIAL FROM TRANSMISSION
AND SET ON A PALLET AND BROUGHT UP TO PARTS.
REMOVED HYDRAULIC PUMPS FROM THE TRANSMISSION AND
SET OUT OF THE WAY. BROUGHT ANOTHER PALLET IN AND
SET THE TRANSMISSION ON THE PALLET AND BROUGHT UP
TO PARTS TO BE SENT TO RAPID FOR REPAIRS. ONCE
COMPONENTS CAME BACK, PUT THE TRANSMISSION AND
DIFFERENTIAL TOGETHER. ONCE TRANS/DIFF WERE IN
PLACE ON THE MACHINE. INSTALLED THE PUMPS ON THE
TRANSFER BOX.

2	5F-3999	SEAL	S	5.16	10.32
		TOTAL PARTS	SEG. 04		10.32 *
		TOTAL LABOR	SEG. 04		1260.00 *
		SEGMENT 04 TOTAL			1270.32 T

RECONDITION TRANSMISSION
FRONT

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			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

COMPLAINT: RECONDITION FRONT TRANSMISSION.
 CAUSE: TRANSMISSION NOT UP SHIFTING.
 RESULTANT DAMAGE: FOUND WEAR ON FRICTION DISC.
 CORRECTION: DISASSEMBLED CLEANED AND INSPECTED.
 FRICTION DISC HAVE BEEN HOT AND ARE STARTING TO
 ERODE. CARRIER ASSEMBLE IS CRACKED. SCREEN AND
 MAGNET TUBE ASSEMBLE HAVE BEEN DAMAGED.
 REASSEMBLED TO CAT SPEC WITH NEW BEARINGS, SEAL,
 CARRIER AND FRICTION DISC WERE NEEDED. INSTALLED
 NEW VALVES AND INSIDE HARNESS. INSTALLED PLANETARY
 AND CONVERTER IN CASE. INSTALLED GEAR GROUP WITH
 NEW O-RINGS. INSTALLED TEST TOOLING AND RAN ON
 TEST STAND, ALL PRESSURES ARE IN SPEC. REMOVED
 TOOLING AND INSTALLED HARNESS, FILTER AND LINES.
 WASHED AND PAINTED.

1	1B-3867	BEARING	S	25.35	25.35
1	1H-9696	RING	S	2.60	2.60
4	1M-3780	BEARING	S	25.46	101.84
1	1M-4169	RING-SEAL	N	16.00	16.00
3	1P-4110	DISC-FRICTIN	S	168.03	504.09
1	1S-7347	RING	N	30.90	30.90
2	1S-9496	RING	S	30.62	61.24
1	1T-0647	BEARING	N	24.17	24.17

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SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	OWTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	1T-0648		SEAL O RING	S	13.77	13.77
2	1T-0655		BEARING	S	131.76	263.52
2	1T-0657		PLATE	S	46.16	92.32
11	1T-0679		ROLLER	S	6.03	66.33
11	1T-0680		SPRING	S	5.72	62.92
3	1T-0686		RACE	S	42.75	128.25
1	1T-0762		RACE	S	40.82	40.82
1	1T-0767		BEARING	S	24.88	24.88
2	1T-1078		BEARING	S	38.30	76.60
1	1T-1347		BEARING	S	55.40	55.40
2	2D-8009		SEAL O RING	S	5.41	10.82
1	2H-3931		SEAL	S	4.33	4.33
1	2K-0337		NUT	S	3.41	3.41
1	2M-1309		SEAL O RING	S	9.63	9.63
8	2S-0669		BEARING A	N	12.33	98.64
1	3B-8453		SEAL	S	1.86	1.86
1	3D-8823		BEARING	N	12.14	12.14
1	3H-7654		WASHER	S	.53	.53
2	3J-0634		SEAL	S	6.12	12.24
13	3J-1907		SEAL	S	1.07	13.91
2	3J-7354		SEAL O RING	S	.96	1.92
1	3K-0526		BEARING	S	49.52	49.52
2	3S-1278		RING	S	33.18	66.36

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SHIP VIA		DOC.DATE	REFERENCE NO.		
		03-07-22	0487327		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

2	3S-1281		RING S	29.84	59.68
2	3S-1282		RING S	29.10	58.20
1	3S-1283		RING S	26.05	26.05
1	3S-1284		RING S	32.95	32.95
4	3S-2660		SPACER N	13.57	54.28
17	3S-2708		PIN S	4.57	77.69
1	3S-3875		SCREEN S	62.82	62.82
11	4J-5477		SEAL O RING S	1.02	11.22
1	4J-8997		SEAL O RING S	1.86	1.86
16	4M-3915		BEARING A N	14.70	235.20
2	4P-8134		CLIP S	4.42	8.84
1	4S-5804		SEAL O RING N	15.98	15.98
1	4S-5805		SEAL O RING S	13.57	13.57
6	5D-0353		BOLT S	.62	3.72
1	5F-8000		RING S	2.88	2.88
1	5H-7370		SEAL-O-RING S	2.54	2.54
4	5K-9107		BOLT S	.47	1.88
3	5M-2054		BEARING A N	13.46	40.38
4	5M-3320		BEARING S	30.81	123.24
6	5M-5018		BEARING A S	13.32	79.92
1	5M-6212		TUBE S	10.71	10.71
1	5P-2545		SEAL S	7.55	7.55
1	5P-3863		SEAL O RING S	3.33	3.33

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	5P-6230		BEARING	S	117.12	117.12
1	5P-7701		SEAL	S	7.61	7.61
1	5P-8286		SEAL O RING	S	22.88	22.88
1	5S-4442		BEARING	N	32.98	32.98
5	6B-1369		RIVET	S	.23	1.15
2	6B-6863		DOWEL	S	1.02	2.04
2	6F-0155		RING	S	9.30	18.60
1	6F-0711		RING	S	2.42	2.42
5	6F-6678		SPRING	S	7.50	37.50
1	6H-7201		RING	S	7.50	7.50
14	6K-4936		BOLT	S	.42	5.88
5	6T-5612		GROMMET	S	3.63	18.15
1	6T-5613		SPACER	S	41.15	41.15
9	6V-0852		CAP	S	4.40	39.60
10	6V-3965		NIPPLE A	S	22.25	222.50
2	6V-5266		SEAL O RING	S	9.77	19.54
4	6Y-5888		RING SEAL	S	78.26	313.04
2	7M-8485		SEAL	S	1.81	3.62
1	7S-4610		CARRIER A	N	4136.06	4136.06
2	8C-3446		VALVE	S	22.15	44.30
3	8C-3447		CAP	S	4.40	13.20
1	8D-5096		SEAL	S	15.88	15.88
8	8E-8300		DISC	S	6.06	48.48

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	AA	627K	OWTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

18	8E-8304		DISC	S	6.84	123.12
16	8E-8307		DISC	S	7.50	120.00
1	8H-7521		SEAL-O-RING	S	4.71	4.71
2	8J-4351		SEAL-O-RING	S	11.32	22.64
2	8L-2786		O RING	S	4.95	9.90
1	8M-1112		SEAL O RIN	S	3.15	3.15
1	8M-4443		SEAL O RIN	S	5.05	5.05
2	8M-4987		SEAL O RIN	S	4.03	8.06
1	8M-4992		SEAL O RIN	S	4.76	4.76
3	8M-5007		SEAL O RIN	S	10.42	31.26
3	8M-5248		SEAL O RIN	S	3.61	10.83
1	8M-6541		SEAL	N	15.40	15.40
2	8P-1958		WASHER	N	39.44	78.88
2	8P-8744		RING-SEAL	N	57.92	115.84
1	8S-0626		GASKET	S	14.16	14.16
1	8S-3373		RING	S	27.83	27.83
1	9H-3360		SEAL	S	14.76	14.76
55	9M-6193		SPRING A	S	3.07	168.85
2	9P-4251		FRIC-DISC	S	142.60	285.20
16	9S-1018		WASHER	S	4.64	74.24
1	9S-8005		PLUG	S	5.45	5.45
3	9W-4662		DISC	S	94.71	284.13
1	9X-7371		SEAL O RING	S	22.70	22.70



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visit our website at: www.butlermachinery.com



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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	06-23-22	04W00314153	13 of 62
SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

8	030-0060		CUP	N	34.71	277.68
6	061-9458		SEAL	S	8.22	49.32
1	095-1678		O-RING	S	5.04	5.04
1	104-6730		GASKET	S	2.50	2.50
2	106-7799		BEARING	S	73.97	147.94
1	112-3540		SEAL O RING	S	10.03	10.03
1	113-2004		BOLT	N	4.84	4.84
1	122-8862		SENSOR GP-SP	N	160.73	160.73
1	124-0174		CLIP-LOOP	S	8.16	8.16
2	130-5300		CLIP	S	13.85	27.70
4	132-5789		CLIP	S	6.19	24.76
8	177-7886		CONE	N	75.60	604.80
1	196-1185		SENSOR GP-SP	N	153.08	153.08
2	201-6615		SENSOR GP-SP	S	131.39	262.78
2	203-3940		SEAL-O-RING	S	2.22	4.44
1	204-2460		BEARING-SLEE	S	27.36	27.36
1	206-9292		SEAL-O-RING	S	4.17	4.17
1	214-7566		SEAL-O-RING	S	3.75	3.75
15	214-7568		SEAL-O RING	S	4.20	63.00
2	228-4947		SEAL-O-RING	S	4.99	9.98
3	228-7100		SEAL-O RING	S	3.97	11.91
2	238-0112		SENSOR GP	S	45.27	90.54
4	238-5080		SEAL-O-RING	S	4.95	19.80

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

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SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	238-5082		SEAL-O-RING	S	6.87	6.87
1	238-5084		SEAL-O-RING	S	7.98	7.98
1	249-7070		VALVE GP-REL	N	338.34	338.34
1	315-4781		GASKET	N	20.50	20.50
1	318-1179		SENSOR GP-SP	S	153.08	153.08
12	361-8205		SEAL-FUEL SY	S	6.70	80.40
2	389-2007		DISC-FRICTIO	S	137.02	274.04
1	431-2086		HARNESS	N	340.74	340.74
1	440-0257		SWITCH AS-PR	S	155.47	155.47
2	447-7206		SEAL-O-RING	S	14.56	29.12
8	451-1493		SEAL-O-RING	S	8.31	66.48
2	464-0509		SEAL O RING	S	3.80	7.60
1	486-9752		BEARING-SLEE	N	29.10	29.10
7	562-6148		VALVE GP-MT	S	400.48	2803.36
1	571-5253		ELEMENT AS-X	S	73.83	73.83
2	4627706		10W TDTO 2.5 GAL	S	47.29	94.58
			TOTAL PARTS	SEG. 05		15888.72 *
				F/R LBR		7200.00 *
1.00	0313891-00001		INSTALL BUSHING			159.60
			TOTAL MISC CHGS	SEG. 05		159.60 *
			SEGMENT 05 TOTAL			23248.32 T

ADD CHARGES TRANSMISSION

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

FRONT

COMPLAINT: ADD CHARGES
 CORRECTION: FRICTION DISC HAVE BEEN HOT AND ARE
 STARTING TO ERODE. CARRIER ASSEMBLE IS CRACKED.
 SCREEN AND MAGNET TUBE ASSEMBLE HAVE BEEN DAMAGED.
 SEGMENT 06 TOTAL .00 T

RECONDITION DIFFERENTIAL

FRONT

COMPLAINT: RECONDITION FRONT DIFFERENTIAL
 CAUSE: PINION GEAR HAD LARGE AMOUNT OF PITTING AND
 DAMAGE TO GEAR TEETH, PINION NEEDS REPLACED.
 SPIDER IS WORN WHERE THE BEARINGS RIDE AND WILL
 NEED REPLACED.
 CORRECTION: DISASSEMBLED DIFFERENTIAL. CLEANED AND
 INSPECTED ALL PARTS, REMOVED ALL BEARINGS. PINION
 GEAR IS HEAVILY PITTED AND DAMAGED, REPLACE.
 SPIDER SHAFT IS WORN FROM BEARINGS AND NEEDS
 REPLACED. REPLACE ALL BEARINGS AND SEALS.
 ASSEMBLED DIFFERENTIAL, INSTALLED NEW PINION,
 SPIDER, SEALS AND PINION GEAR. TORQUED ALL BOLTS
 TO CAT SPEC AND SET UP GEARS.

1	1P-7895	CONE	S	52.70	52.70
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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
1	1P-7896		CUP	34.75	34.75
1	2D-8364		SEAL O RING	17.46	17.46
1	2D-8531		LOCK	12.71	12.71
1	2H-3932		SEAL	1.86	1.86
8	2K-0337		NUT	3.41	27.28
1	3B-8453		SEAL	1.86	1.86
1	3K-0360		SEAL	1.21	1.21
1	4B-8393		CUP	87.57	87.57
2	4J-0524		SEAL-O-RING	2.76	5.52
2	5D-5532		WASHER	118.70	237.40
4	5D-5533		WASHER	37.83	151.32
1	5F-3092		RING	4.99	4.99
1	5H-7370		SEAL-O-RING	2.54	2.54
1	6F-0711		RING	2.42	2.42
1	6F-8110		CONE	230.30	230.30
1	6H-3977		RING	3.84	3.84
2	6K-7917		BOLT	.95	1.90
1	6V-1195		SEAL	23.30	23.30
5	6V-8398		SEAL O RING	1.12	5.60
2	6V-8400		SEAL-O-RING	1.52	3.04
10	7D-4893		SPRING	11.27	112.70
1	7D-6101		WASHER	55.12	55.12
1	7D-6102		WASHER	149.21	149.21

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		03-07-22	0487327		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	OWTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	7D-6319		RING	S	54.81	54.81
1	7D-6386		LOCK	S	32.70	32.70
1	7J-9108		SEAL	S	1.18	1.18
1	8C-6872		CONNECTOR	N	5.43	5.43
1	8D-4335		PINION A	S	3236.96	3236.96
1	8F-8861		SEAL	S	10.84	10.84
2	8S-9075		CONE	S	133.94	267.88
2	8S-9076		CUP	S	47.12	94.24
1	9H-3360		SEAL	S	14.76	14.76
8	031-0223		BOLT	S	1.52	12.16
4	100-3866		BOLT	S	3.04	12.16
2	124-2125		COUPLING	S	38.55	77.10
2	124-2170		COUPLING	S	68.06	136.12
1	135-5173		SEAL AS	S	113.12	113.12
12	183-7121		BOLT	S	.99	11.88
1	188-0632		SEAL-BRAKE	S	7.98	7.98
1	188-0633		SEAL-BRAKE	S	14.11	14.11
234	456-8423		HOSE BK	S	.29	67.86
1	560-0923		CYLINDER	N	339.74	339.74
1	583-6419		JAW-CLUTCH	N	1583.93	1583.93
1	583-6420		JAW-CLUTCH	N	861.38	861.38
1	604-4905		SPIDER	N	847.04	847.04
4	604-6832		SLEEVE-BEAR I	N	45.57	182.28

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

	TOTAL PARTS	SEG. 07	9212.26 *
		F/R LBR	2400.00 *
2.00	4573750	HOSE LABOR TXBL	40.00
	TOTAL MISC CHGS	SEG. 07	40.00 *
	SEGMENT 07 TOTAL		11652.26 T

REMOVE & INSTALL RETARDER

COMPLAINT: DRIVESHAFT CARRIER ON BACK OF THE ENGINE WAS LEAKING, REMOVE TO RESEAL.

CAUSE: OLD HARD SEALS.

CORRECTION: UNHOOKED HOSES TO HOUSING, REMOVED SUPPORT ABOVE HOUSING, REMOVED MOUNTING BOLTS AND SET HOUSING ON A CART AND SLID OUT FROM UNDER THE MACHINE. ONCE MACHINE WAS BACK TOGETHER, LIFTED HOUSING INTO PLACE AND PULLED UP TO THE FLYWHEEL HOUSING. FINISHED TORQUEING THE BOLTS AND HOOKING UP THE CARRIER HOUSING.

1	3K-0360	SEAL	S	1.21	1.21
1	5K-9090	SEAL O RING	S	1.36	1.36
	TOTAL PARTS	SEG. 10			2.57 *
	TOTAL LABOR	SEG. 10			1440.00 *
	SEGMENT 10 TOTAL				1442.57 T

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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	06-23-22	04W00314153	19 of 62
SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

REPLACE GASKET/RESEAL RETARDER
 COMPLAINT: DRIVESHAFT BEARING CARRIER AT THE BACK OF THE FLYWHEEL HOUSING WAS LEAKING. RESEAL CARRIER.
 CAUSE: OLD, HARD SEALS.
 CORRECTION: REMOVED SCAVENGE PUMP, SHAFT RETAINER AND UNBOLTED HOUSING AND SEPARATED HOUSINGS. REMOVED IDLER GEAR AND CLEANED UP MAIN HOUSING. FOUND IDLER GEAR BEARING WAS SHOT. REPLACED IDLER GEAR BEARING. REMOVED BEARING AND LIP SEAL OUT OF COVER AND CLEANED UP COVER. DISASSEMBLED SCAVENGE PUMP, CLEANED UP PARTS AND RESEALED. INSTALLED SEALS AND BEARINGS AND ASSEMBLED CARRIER.
 ASSEMBLED SCAVENGE PUMP AND INSTALLED ON CARRIER.

1	2K-8302		BEARING	S	12.87	12.87
1	3D-2824		SEAL O RING	S	1.66	1.66
1	3D-2992		SEAL-O-RING	S	1.57	1.57
1	3J-1907		SEAL	S	1.07	1.07
1	3J-7354		SEAL O RING	S	.96	.96
1	4J-0521		SEAL O RING	S	2.12	2.12
1	4M-0189		SEAL O RING	S	4.93	4.93
1	5H-4082		SEAL-O-RING	S	10.00	10.00
2	5H-6005		SEAL-O-RING	S	1.07	2.14

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	5H-6734		SEAL-O-RING	S	5.04	5.04
1	5K-0983		SEAL	N	25.45	25.45
1	6V-8397		SEAL	S	1.09	1.09
1	6V-8398		SEAL O RING	S	1.12	1.12
1	6V-9746		SEAL O RING	S	1.24	1.24
1	7S-3029		SEAL	S	7.36	7.36
2	8D-4408		WASHER	S	20.03	40.06
1	9H-0846		SEAL O RING	S	13.86	13.86
1	9M-5048		NUT	S	.88	.88
			TOTAL PARTS		SEG. 11	133.42 *
					F/R LBR	900.00 *
			SEGMENT 11 TOTAL			1033.42 T

REPLACE TC/TRANS OIL COOLER
COMPLAINT: TRANS COOLER NEEDED REPLACED DUE TO TRANSMISSION FAILURE
CORRECTION: TOOK THE LINES OFF OF THE COOLER. LOWERED COOLER OUT. SWAPPED FITTINGS AND THE BOTTOM PLATE OF THE COOLER FROM THE OLD ONE TO THE NEW ONE. RESEALED THE FITTINGS, AND INSTALLED NEW GASKET BETWEEN BOTTOM PLATE AND COOLER. RAISED COOLER BACK INTO ENGINE BAY. ON AND TIGHTENED CLAMPS. BOLTED IT UP. HOOKED BOTTOM BRACKET UP.

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

PUT UPPER HOSE ON. AND RESEALED FITTINGS ON TOP OF THE TRANS COOLER. PUT INTAKE TUBING ON AND TIGHTENED CLAMPS.

1	2M-9780	SEAL O RING	S	1.33	1.33
2	2S-0795	GASKET	S	5.23	10.46
1	3D-2824	SEAL O RING	S	1.66	1.66
2	3K-0360	SEAL	S	1.21	2.42
2	6V-6609	SEAL	S	1.18	2.36
1	7M-8485	SEAL	S	1.81	1.81
1	20R-0990	CORE A OIL C	N	1887.15	1887.15
1		CORE CHARGE	N	770.82	770.82
1-		CORE CREDIT	N	770.82	770.82-
1	228-7100	SEAL-O RING	S	3.97	3.97
2	238-8648	CAT ELC-1 GAL	S	14.60	29.20
			TOTAL PARTS	SEG. 12	1940.36 *
				F/R LBR	1200.00 *
			SEGMENT 12 TOTAL		3140.36 T

REPLACE TRANSMISSION LINES/HOSES FRONT

COMPLAINT: REPLACE TRANS LINES
 CAUSE: LINES WERE LEAKING AND BRITTLE
 CORRECTION: TOOK OLD LINES OUT. WASHED BOLTS AND

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COLLARS. CLEANED FACES OF STEEL LINES. INSTALLED
NEW LINES WITH NEW SEALS. TIGHTENED.

5	3J-1907		SEAL	S	1.07	5.35
1	4D-7388		CLIP	S	7.05	7.05
6	4J-0522		SEAL-O-RING	S	2.28	13.68
1	4J-0527		SEAL O RING	S	3.18	3.18
2	5K-9090		SEAL O RING	S	1.36	2.72
1	6V-8397		SEAL	S	1.09	1.09
2	6V-9746		SEAL O RING	S	1.24	2.48
1	8T-4121		WASHER	S	.53	.53
1	8T-4136		BOLT	S	.62	.62
2	8T-4984		CLAMP	S	14.67	29.34
1	124-2055		COUPLING	S	42.75	42.75
1	124-2056		COUPLING	S	47.62	47.62
3	124-2104		COUPLING	S	52.22	156.66
1	124-2105		COUPLING	S	59.29	59.29
2	124-2121		COUPLING	S	16.68	33.36
1	124-2123		COUPLING	S	33.57	33.57
1	124-2138		COUPLING	S	41.09	41.09
1	348-5436		HOSE	N	25.71	25.71
1	366-6930		TUBE AS	N	463.85	463.85
97	456-8422		HOSE BK	S	.25	24.25
26	456-8455		HOSE BK	S	.31	8.06

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131	456-8456		HOSE BK	S	.45	58.95
119	456-8458		HOSE BK	S	.29	34.51
35	456-8459		HOSE BK	S	.40	14.00
			TOTAL PARTS	SEG. 13		1109.71 *
			TOTAL LABOR	SEG. 13		315.00 *
5.00	3369225		HOSE LABOR TXBL			100.00
			TOTAL MISC CHGS	SEG. 13		100.00 *
			SEGMENT 13 TOTAL			1524.71 T

REPLACE GASKET/RESEAL ELECTRIC STARTING MOTOR FRONT

COMPLAINT: FRONT STARTER IS LEAKING, RESEAL STARTER.

CAUSE: MISSING BOLT, BAD SEALS.

CORRECTION: UNHOOKED WIRING AND LOOSENED BOTTOM TWO BOLTS. WENT TO LOOSEN TOP BOLT AND FOUND THERE WAS NO BOLT THERE, ORDERED NEW BOLT. REMOVED BOTTOM BOLTS AND STARTER. REMOVED FRONT OF THE STARTER AND CLEANED UP THE STARTER AND PARTS. ASSEMBLED THE COVER ON THE STARTER. WIRING AT THE TOP OF THE STARTER WAS SHOWING BARE WIRES. REMOVED THE OLD WIRES AND INSTALLED NEW WIRES ON THE STARTER. CLEANED UP MOUNTING SURFACE AND INSTALLED

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
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THE STARTER. HOOKED UP WIRING.

6	3T-3434		PLUG	S	1.95	11.70
1	8C-3089		SEAL FACE	S	14.67	14.67
1	8S-2332		BOLT	S	11.49	11.49
2	9X-3401		PIN	S	1.38	2.76
1	9Y-6089		GASKET	S	4.40	4.40
1	351-8955		SEAL-O-RING	S	15.10	15.10
			TOTAL PARTS	SEG. 14		60.12 *
			TOTAL LABOR	SEG. 14		660.00 *
			SEGMENT 14 TOTAL			720.12 T

 REMOVE & INSTALL BOWL LIFT CYLINDER
 LEFT

COMPLAINT: REMOVE BOWL LIFT CYLINDER TO RESEAL.
 CAUSE: SEALS FAILED

CORRECTION: REMOVED BOTH OIL LINES ON ROD AND
 HEAD END. DRAINED OIL INTO A PAN. ZIP TIED LINES
 OUT OF THE WAY. UNBOLTED MAIN BRACKETS HOLDING
 THE CYLINDER IN PLACE. AFTER THAT WE LIFTED THE
 CYLINDER UP AND OUT. BROUGHT IT TO THE GROUND TO
 TAKE THE BRACKET OFF OF THE CYLINDER. WE THEN
 LOADED THE CYLINDER ON A PALLET AND DELIVERED TO
 THE CYLINDER RACK.

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6	3145168B		10W ADV HYDO BULK S	19.66	117.96
6	4627710		HYDO ADV 10 2.5 GAS	52.33	313.98
			TOTAL PARTS		431.94 *
				SEG. 15	
				F/R LBR	750.00 *
			SEGMENT 15 TOTAL		1181.94 T

REPLACE GASKET/RESEAL BOWL LIFT CYLINDER
LEFT

COMPLAINT: RESEAL LEFT BOWL LIFT CYLINDER
CAUSE: WORN/CRACKED SEALS
CORRECTION: DRAINED OIL FROM CYLINDER. SETUP ON
BENCH AND SEPARATED. REMOVED PISTON AND HEAD.
REMOVED SEALS. CLEANED SURFACES AND PARTS.
INSPECTED PARTS FOR DAMAGE. INSTALLED NEW SEALS.
INSTALLED HEAD AND PISTON ON ROD. TORQUED LOCK
NUT TO 2510 LB FT WITH LUBRICATED THREADS.
ASSEMBLED CYLINDER.

2	1P-3704		SEAL	S	2.64	5.28
1	4J-4606		RING	S	30.27	30.27
1	8C-9200		RING-WEAR	S	8.79	8.79
1	167-2235		SEAL AS BUFF	S	29.32	29.32
1	167-2299		SEAL-U-CUP	S	19.74	19.74
1	278-2324		SEAL-WIPE	S	25.32	25.32

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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	06-23-22	04WO0314153	26 of 62
SHIP VIA	DOC DATE		REFERENCE NO.		
	03-07-22		0487327		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	371-0443		SEAL-O-RING	N	7.80	7.80
1	371-0446		RING-BACK UP	N	18.87	18.87
1	495-8209		SEAL AS	S	50.04	50.04
			TOTAL PARTS		SEG. 16	195.43 *
					F/R LBR	900.00 *
			SEGMENT 16 TOTAL			1095.43 T

REMOVE& INSTALL BOWL LIFT CYLINDER
RIGHT

COMPLAINT: CYLINDER NEEDED TO BE RESEALED
CAUSE: DRIPPING OIL
CORRECTION: REMOVED BOTH OIL LINES ON ROD AND HEAD
END. DRAINED OIL INTO A PAN. ZIP TIED LINES OUT OF
THE WAY. UNBOLTED THE COVER FOR A SENSOR ON THE
CYLINDER. THEN REMOVED WIRE GOING TO SENSOR.
UNBOLTED MAIN BRACKETS HOLDING CYLINDER IN PLACE.
LIFTED THE CYLINDER UP AND OUT. BROUGHT IT TO THE
GROUND TO TAKE THE BRACKET OFF OF THE CYLINDER.
LOADED THE CYLINDER ON A PALLET AND DELIVERED TO
THE CYLINDER RACK.

1	8T-4223		WASHER	S	.78	.78
1	8T-4910		BOLT	S	1.97	1.97
			TOTAL PARTS		SEG. 17	2.75 *

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SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

F/R LBR 750.00 *

SEGMENT 17 TOTAL 752.75 T

REPLACE GASKET/RESEAL BOWL LIFT CYLINDER
RIGHT

COMPLAINT: RESEAL RIGHT BOWL LIFT CYLINDER
CAUSE: WORN/HARD SEALS
CORRECTION: DRAINED OIL FROM CYLINDER. SETUP ON
BENCH AND SEPARATED. REMOVED PISTON AND HEAD.
REMOVED SEALS. CLEANED SURFACES AND PARTS.
INSPECTED PARTS FOR DAMAGE. INSTALLED NEW SEALS.
INSTALLED HEAD AND PISTON ON ROD. TORQUED LOCK
NUT TO 2510 LB FT WITH LUBRICATED THREADS.
ASSEMBLED CYLINDER.

2	1P-3704	SEAL	S	2.64	5.28
1	4J-4606	RING	S	30.27	30.27
1	6V-9028	SEAL	S	1.01	1.01
1	8C-9200	RING-WEAR	S	8.79	8.79
1	102-2244	GROMMET	S	3.63	3.63
1	167-2235	SEAL AS BUFF	S	29.32	29.32
1	167-2299	SEAL-U-CUP	S	19.74	19.74
1	188-2199	SEAL-O-RING	S	9.33	9.33
1	215-1942	RING-BACKUP	S	3.30	3.30

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	278-2324		SEAL-WIPE	S	25.32	25.32
1	371-0443		SEAL-O-RING	N	7.80	7.80
1	371-0446		RING-BACK UP	N	18.87	18.87
1	451-7185		SEAL-O-RING	N	3.92	3.92
1	495-8209		SEAL AS	N	50.04	50.04
			TOTAL PARTS	SEG. 18		216.62 *
				F/R LBR		900.00 *
			SEGMENT 18 TOTAL			1116.62 T

REPLACE HYDRAULIC HOSES/LINES

COMPLAINT: REPLACE HARD/CRACKING HYDRAULIC HOSES.
 CAUSE: OLD/HARD HOSES.
 CORRECTION: MOST OF THE HOSES AROUND THE PUMPS WERE HARD, CRACKING AND LEAKING. ONCE MACHINE WAS DISASSEMBLED, INSPECTED AND ORDERED HOSES. CLEANED UP TUBES. ONCE MACHINE WAS ASSEMBLED, INSTALLED NEW HOSES AROUND PUMPS AND TIED EVERYTHING UP.

2	1P-3704		SEAL	S	2.64	5.28
1	1P-3707		SEAL	S	3.47	3.47
2	3J-1907		SEAL	S	1.07	2.14
1	3P-0651		SEAL-O-RING	S	20.31	20.31
1	4J-0520		SEAL-O-RING	S	2.06	2.06
3	4J-0522		SEAL-O-RING	S	2.28	6.84

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SHIP VIA			DOC. DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	4J-0524		SEAL-O-RING	S	2.76	2.76
2	4J-5267		SEAL-O-RING	S	1.75	3.50
3	4J-5477		SEAL O RING	S	1.02	3.06
2	5K-9090		SEAL O RING	S	1.36	2.72
1	5P-9371		SEAL	S	19.71	19.71
2	6J-2680		SEAL O RING	S	3.67	7.34
1	6V-8077		ELBOW	S	58.58	58.58
6	6V-8397		SEAL	S	1.09	6.54
4	6V-8398		SEAL O RING	S	1.12	4.48
5	6V-9746		SEAL O RING	S	1.24	6.20
6	7J-9108		SEAL	S	1.18	7.08
1	8C-3451		CAP	S	4.40	4.40
4	8T-4194		BOLT	S	1.66	6.64
4	8T-6703		CLAMP	S	14.67	58.68
1	124-2062		COUPLING	N	37.14	37.14
3	124-2111		COUPLING	S	6.68	20.04
1	124-2114		COUPLING	S	7.29	7.29
1	124-2117		COUPLING	S	8.09	8.09
4	124-2119		COUPLING	S	14.85	59.40
1	124-2120		COUPLING	S	16.43	16.43
1	124-2121		COUPLING	S	16.68	16.68
1	124-2129		COUPLING	S	13.31	13.31
2	124-2130		COUPLING	S	13.35	26.70

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			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	124-2144		COUPLING	S	13.23	13.23
1	124-2148		COUPLING	S	16.57	16.57
1	124-2150		COUPLING	S	27.34	27.34
1	124-3019		BRACKET A	N	14.02	14.02
8	144-0367		CLAMP	S	15.04	120.32
1	183-7264		NIPPLE AS	S	23.06	23.06
1	214-7568		SEAL-O RING	S	4.20	4.20
1	323-6157		COUPLING AS	S	15.58	15.58
1	323-6172		COUPLING AS	S	23.34	23.34
1	328-9090		COUPLIG AS-	S	17.22	17.22
1	328-9107		COUPLING AS-	N	24.98	24.98
1	340-9279		HOSE	S	31.02	31.02
4	347-4163		CLAMP-BAND	S	4.09	16.36
2	432-2008		COUPLING AS-	S	22.92	45.84
1	432-2010		COUPLING AS-	N	32.34	32.34
1	432-2019		COUPLING AS-	S	25.28	25.28
1	432-2074		COUPLING AS-	S	35.85	35.85
1	432-2087		COUPLING AS-	S	39.43	39.43
1	441-0773		HOSE	N	50.43	50.43
60	456-8409		HOSE BK	S	.05	3.00
168	456-8410		HOSE BK	S	.08	13.44
78	456-8416		HOSE BK	S	.11	8.58
215	456-8420		HOSE BK	S	.12	25.80

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

188	456-8451		HOSE BK	S	.06	11.28
161	456-8455		HOSE BK	S	.31	49.91
134	456-8466		HOSE BK	S	.25	33.50
169	456-8467		HOSE BK	S	.29	49.01
176	456-8469		HOSE BK	S	.38	66.88
75	456-8470		HOSE BK	S	.46	34.50
64	456-8496		HOSE BK	S	1.18	75.52
1	498-0781		COUPLING AS	N	66.23	66.23
1	499-1142		COUPLING AS	S	41.97	41.97
15	541-7167		HOSE BK	S	.95	14.25
16	541-7171		HOSE BK	S	1.52	24.32
			TOTAL PARTS		SEG. 19	1531.47 *
					F/R LBR	2700.00 *
16.00	4429401		HOSE LABOR TXBL			330.00
			TOTAL MISC CHGS		SEG. 19	330.00 *
			SEGMENT 19 TOTAL			4561.47 T

REPLACE GASKET/RESEAL FINAL DRIVE
RIGHT REAR

COMPLAINT: RIGHT REAR FINAL IS LEAKING AT COVER.
CAUSE: WRONG SEAL IN DRAIN, COVER SEAL OUT OF
PLACE.

CORRECTION: REMOVED COVER AND AXLE AND LET OIL

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	KEVIN WYNIA	06-23-22	04WO0314153	32 of 62

SHIP VIA	DOC.DATE	REFERENCE NO.
	03-07-22	0487327

UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	OWTC00102	13019.0	

QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
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DRAIN INTO CONTAINER. REMOVED BOLTS AND FINAL DRIVE ASSEMBLY. COVER SEAL WAS NOT IN PLACE AND FOUND THE DRAIN SEAL BETWEEN THE WHEEL AND THE FINAL DRIVE WAS TOO SMALL. CLEANED UP PARTS AND INSTALLED FINAL AND TORQUED BOLTS. INSTALLED AXLE, COVER AND ADDED OIL. RAN AND INSPECTED FOR LEAKS. ALL LOOKS GOOD.

1	3D-8422		SEAL O RING	S	15.05	15.05
2	3K-0360		SEAL	S	1.21	2.42
1	4D-1577		SEAL O RING	S	8.74	8.74
1	5B-3265		GASKET	S	4.24	4.24
1	6F-4855		SEAL	S	1.16	1.16
			TOTAL PARTS		SEG. 20	31.61 *
					F/R LBR	600.00 *
			SEGMENT 20 TOTAL			631.61 T

 REPLACE GASKET/RESEAL BOWL LIFT CYLINDER POSITION SENSOR
 COMPLAINT: RESEAL RIGHT BOWL LIFT CYLINDER POSITION SENSOR
 CAUSE: CYLINDER IS APART FOR RESEALING
 CORRECTION: REMOVED HEAD OF CYLINDER THAT IS MOUNTED TO THE BOTTOM OF THE CYLINDER. REMOVED

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	AA	627K	OWTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

LOCK SET SCREW. TRIED WORKING SENSOR OUT OF HEAD BUT COULDN'T GET TO COME OUT EASILY AND DIDN'T WANT TO DAMAGE THE SENSOR. FOUND END OF SENSOR ROD IS THREADED WITH M4 THREADS. USED SLIDE HAMMER TO LIGHTLY PULL THE SENSOR OUT OF THE HEAD. CLEANED ALL SURFACES. REMOVED MAGNET FROM CYLINDER. SETUP TOOLING TO MAKE SURE SENSOR IS WORKING CORRECTLY AND IT WAS READING PROPERLY. REINSTALLED SENSOR IN HEAD WITH NEW SEALS. INSTALLED ASSEMBLY BACK ON BARREL WITH NEW SEALS. TORQUED HEX BOLTS TO SPEC.

TOTAL LABOR SEG. 21 450.00 *
SEGMENT 21 TOTAL 450.00 T

TROUBLESHOOT CAB HEATER

COMPLAINT: CAB HEATER DOES NOT WORK.
CAUSE: FAILED ACTUATOR OR VALVE.
CORRECTION: AFTER MACHINE WAS RUNNING, VERIFIED THE CAB HEAT DID NOT WORK. INSPECTED PARTS AND ORDERED ACTUATOR AND VALVE.

TOTAL LABOR SEG. 22 150.00 *
SEGMENT 22 TOTAL 150.00 T

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04	C78767	KEVIN WYNIA	06-23-22	04WO0314153	34 of 62
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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

REPLACE CAB HEATER VALVE

2	4D-2297	SEAL O RING	S	1.07	2.14
1	465-7612	CLIP-TOOL	N	1.10	1.10
1	470-3946	SEAL-O-RING	N	1.47	1.47
1	521-2576	VALVE AS	S	22.60	22.60
1	563-0397	ACTUATOR-ELE	S	158.26	158.26
			TOTAL PARTS	SEG. 23	185.57 *
			TOTAL LABOR	SEG. 23	15.00 *
			SEGMENT 23 TOTAL		200.57 T

REPLACE HEATER HOSE/LINES

COMPLAINT: HEATER HOSE NEEDED REPLACED.
CAUSE: HEATER HOSE WAS OLD AND SWELLED UP
CORRECTION: TOOK OLD HEATER HOSE OUT. MEASURED NEW HOSES CUT AND INSTALLED WITH NEW CLAMPS. ALSO REPLACED TWO VALVES I TOOK OUT OLD ONES, SEALED AND INSTALLED NEW ONES.

2	3K-0360	SEAL	S	1.21	2.42
2	6V-7238	VALVE	S	33.02	66.04
8	9X-2488	CLAMP	S	9.91	79.28
750	136-1953	CM HOSE	S	.12	90.00
			TOTAL PARTS	SEG. 24	237.74 *

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04	C78767	KEVIN WYNIA	06-23-22	04WO0314153	35 of 62
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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

F/R LBR 300.00 *
SEGMENT 24 TOTAL 537.74 T

TROUBLESHOOT WINDSHIELD WIPER
FRONT

COMPLAINT: FRONT WINDOW WIPER DOES NOT WORK.
CAUSE: SHORTED WIPER MOTOR.
CORRECTION: FOUND FRONT WINDOW WIPER NOT WORKING.
FOUND FUSE WAS BLOWN. INSTALLED NEW FUSE AND THE
WIPER MOVED A LITTLE AND THEN BLEW THE FUSE AGAIN.
DISASSEMBLED CAB TO GET TO THE MOTOR. INSPECTED
WIRING AND DID NOT SEE ANYTHING WRONG. UNHOOKED
MOTOR AND INSTALLED NEW FUSE. AS SOON AT THE MOTOR
WAS HOOKED UP THE FUSE WOULD BLOW. MOTOR IS
SHORTED AND NEEDS TO BE REPLACED.

TOTAL LABOR SEG. 25 180.00 *
SEGMENT 25 TOTAL 180.00 T

REPLACE WINDOW WIPER MOTOR
FRONT

1	376-6659	MOTOR GP WIP	N	333.36	333.36
				TOTAL PARTS	SEG. 26 333.36 *
				TOTAL LABOR	SEG. 26 15.00 *

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SEGMENT 26 TOTAL 348.36 T

REPLACE SEAT BELT

COMPLAINT: SEATBELT OUT OF DATE
CORRECTION: TOOK OLD SEAT BELT OUT. ADDED NEW SEAT BELT. MARKED ON THE DATE STICKER. TIGHTENED EVERYTHING UP.

F/R PTS 225.00 *
F/R LBR 150.00 *

SEGMENT 27 TOTAL 375.00 T

RE-FLASH SOFTWARE

COMPLAINT: SOFTWARE IS OUT OF DATE, UPDATE SOFTWARE.
CORRECTION: TRANSMISSION, DISPLAY AND IMPLEMENT CONTROLLER SOFTWARE WAS ALL OUT OF DATE. UPDATED TRANSMISSION AND IMP SOFTWARE. RAN OUT OF TIME TO DO DISPLAY AND TAKE SECOND PSR. CUSTOMER NEEDED THE MACHINE BACK.

F/R LBR 225.00 *

SEGMENT 28 TOTAL 225.00 T

REPLACE ENGINE OIL LINES

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

FRONT

COMPLAINT: ENGINE OIL LINES NEEDED TO BE REPLACED
CAUSE: OIL LINES LEAKING OIL
CORRECTION: TOOK OLD LINES OFF. CLEANED SURFACES,
INSTALLED NEW LINES WITH NEW SEALS.

2	6V-8400		SEAL-O-RING	S	1.52	3.04
1	6V-9746		SEAL O RING	S	1.24	1.24
1	7M-8485		SEAL	S	1.81	1.81
1	228-7093		SEAL-O-RING	S	5.64	5.64
1	228-7094		SEAL-O-RING	S	6.36	6.36
1	228-7096		SEAL-O-RING	S	9.41	9.41
1	238-5084		SEAL-O-RING	S	7.98	7.98
1	428-0487		HOSE AS	N	120.82	120.82
1	428-0489		HOSE AS	N	138.55	138.55
			TOTAL PARTS	SEG. 29		294.85 *
				F/R LBR		600.00 *
			SEGMENT 29 TOTAL			894.85 T

REPLACE ENGINE MOUNT

FRONT SET (ALL)

COMPLAINT: FRONT ENGINE MOUNTS ARE SHOT.
CAUSE: HIGH OUT, WORN OUT MOUNTS.
CORRECTION: CLEANED OFF AREA AROUND THE FRONT

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	AA	627K	OWTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

ENGINE, REAR MOUNTS. REMOVED CAPS AND LIFT ENGINE UP WITH STAND. FOUND CORRECT TOOL SET UP TO GET THE MOUNT BOLTS BROKE LOOSE AND REMOVED MOUNTS FROM THE ENGINE. CUT OLD MOUNTS OFF OF THE BRACKETS AND CLEANED UP THE PARTS. INSTALLED NEW MOUNTS ONTO BRACKETS AND SET MOUNTS IN PLACE AND TORQUED. LOWERED ENGINE INTO SADDLE, INSTALLED CAPS AND TORQUED.

2	7C-3567	MOUNT ASSY	N	104.40	208.80
2	9W-9930	MOUNT ASSY	S	62.23	124.46
		TOTAL PARTS	SEG. 30		333.26 *
		TOTAL LABOR	SEG. 30		960.00 *
		SEGMENT 30 TOTAL			1293.26 T

REPLACE TRANSMISSION LINES/HOSES

REAR

COMPLAINT: LEAKING TRANSMISSION LINES ON BACK TRANS

CAUSE: LINES WERE BRITTLE AND LEAKING

CORRECTION: TOOK OLD LINES OUT. CLEANED COLLARS AND BOLTS. INSTALLED NEW LINES WITH NEW SEALS AND TORQUED.

1	4D-7388	CLIP	S	7.05	7.05
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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	06-23-22	04WO0314153	39 of 62
SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

4	4J-0520		SEAL-O-RING	S	2.06	8.24
2	4J-0522		SEAL-O-RING	S	2.28	4.56
14	5P-2094		CM-HOSE STK	S	.63	8.82
1	5P-2369		CLIP	S	12.78	12.78
2	6V-9746		SEAL O RING	S	1.24	2.48
4	7X-7958		CLAMP HOSE	S	10.00	40.00
1	8M-4987		SEAL O RIN	S	4.03	4.03
1	8S-0023		CLIP	S	21.35	21.35
2	8T-4121		WASHER	S	.53	1.06
1	8T-4136		BOLT	S	.62	.62
1	124-2055		COUPLING	S	42.75	42.75
1	124-2079		COUPLING	S	48.09	48.09
2	124-2121		COUPLING	S	16.68	33.36
1	344-5675		NUT-HEX	S	.42	.42
1	347-0417		FLUID LINE A	N	401.15	401.15
65	456-8421		HOSE BK	S	.17	11.05
61	456-8456		HOSE BK	S	.45	27.45
42	456-8470		HOSE BK	S	.46	19.32
1	497-8287		COUPLING AS	N	59.26	59.26
1	497-8291		COUPLING AS	S	44.83	44.83
			TOTAL PARTS		SEG. 31	798.67 *
					F/R LBR	900.00 *
3.00	4344589		HOSE LABOR TXBL			60.00

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	KEVIN WYNIA	06-23-22	04WO0314153	40 of 62
SHIP VIA		DOC.DATE	REFERENCE NO.		
		03-07-22	0487327		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

TOTAL MISC CHGS SEG. 31 60.00 *
 SEGMENT 31 TOTAL 1758.67 T

REPAIR TC/TRANS WIRING HARNESS FRONT

COMPLAINT: WIRING TO THE TRANSMISSION FILTER
 BYPASS SWITCH WAS ALMOST RUBBED THROUGH
 CAUSE: WIRES RUBBING.
 CORRECTION: CUT OUT WIRING WHERE IT WAS RUBBED AND
 INSTALLED NEW SOCKET AND WIRING. TIED HARNESS UP
 SO IT WILL NOT RUB.

1	9X-3402	SOCKET	S	1.75	1.75
		TOTAL PARTS	SEG. 32		1.75 *
		TOTAL LABOR	SEG. 32		105.00 *
		SEGMENT 32 TOTAL			106.75 T

REPLACE CUTTING EDGE

SET (ALL)

COMPLAINT: REPLACE CUTTING EDGES.
 CAUSE: WORN CUTTING EDGES.
 CORRECTION: BLOCKED UP APRON AND BOWL. REMOVED
 OLD CUTTING EDGES AND INSTALL NEW ONES. TALKED
 WITH KEVIN AND DECIDED TO NOT PUT END BITS ON.

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SHIP VIA		DOC. DATE	REFERENCE NO.		
		03-07-22	0487327		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

RETURNED UNUSED PARTS AND THREW OUT OLD EDGES.

20	2J-3507		NUT	S	2.99	59.80
20	4F-4042		BOLT	S	5.04	
			DISCOUNT	35.00%	1.76-	65.60
1	4T-2887		CUTTING EDGE	N	455.60	
			DISCOUNT	35.00%	159.46-	296.14
2	4T-6612		CUTTING EDGE	N	190.82	
			DISCOUNT	35.00%	66.79-	248.06
			TOTAL PARTS	SEG. 33		669.60 *
				F/R LBR		300.00 *
			SEGMENT 33 TOTAL			969.60 T

STRAIGHTEN BRUSH/TRASH GUARD

COMPLAINT: GUARD BETWEEN WHEEL AND TRANS FILL TUBE WAS BENT.

CAUSE: DAMAGED GUARD.

CORRECTION: STRAIGHTENED GUARD SO IT WOULD FIT BETWEEN WHEEL AND TRANSMISSION FILL TUBE.

TOTAL LABOR	SEG. 34	120.00 *
SEGMENT 34 TOTAL		120.00 T

PERFORM MAINTENANCE ON ENGINE FRONT

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	KEVIN WYNIA	06-23-22	04WO0314153	42 of 62
SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	OWTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

COMPLAINT: ENGINE WAS DUE FOR MAINTENANCE
CORRECTION: DRAINED OIL. TOOK OIL SAMPLE. TOOK OLD
FILTERS OFF. INSTALLED NEW FUEL AND OIL FILTERS.
ADDED OIL TO THE ENGINE. CHECK COOLANT FREEZE
POINT.

2	1R-0749	FILTER AS FU	S	22.17	44.34
1	1R-1808	FILTER AS-LU	S	35.33	35.33
1	326-1643	FILTER AS	S	45.14	45.14
1	343-5527	BOWL AS FUEL	S	30.53	30.53
10	3192260B	10W30 DEO-ULS BULKS		15.94	159.40
1	FLUIDBTL	FLUID SAMPLE	S	17.00	17.00
		TOTAL PARTS	SEG. 35		331.74 *
		TOTAL LABOR	SEG. 35		195.00 *
		SEGMENT 35 TOTAL			526.74 T

REPLACE AIR FILTER ELEMENT
FRONT

COMPLAINT: AIR FILTERS DIRTY
CORRECTION: REPLACED AIR FILTERS

F/R PTS	204.75 *
F/R LBR	113.00 *
SEGMENT 36 TOTAL	317.75 T

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			03-07-22	0487327	
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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

PERFORM MAINTENANCE ON ENGINE
REAR

COMPLAINT: UNKNOWN HOURS ON FILTERS AND OIL .
CORRECTION: SAMPLED AND DRAINED ENGINE OIL.
REPLACED OIL AND FUEL FILTERS. CUT AND INSPECTED
OIL FILTER, ALL LOOKS GOOD. FILLED ENGINE OIL, RAN
AND CHECKED OIL LEVEL. CHECKED COOLANT FREEZE
POINT, IT IS AT -35 DEGREES.

2	1R-0749	FILTER AS FU	S	22.17	44.34	
1	1R-1808	FILTER AS-LU	S	35.33	35.33	
1	326-1643	FILTER AS	S	45.14	45.14	
7	3192260B	10W30 DEO-ULS BULKS		15.94	111.58	
1	FLUIDBTL	FLUID SAMPLE	S	17.00	17.00	
				TOTAL PARTS	SEG. 37	253.39 *
				TOTAL LABOR	SEG. 37	225.00 *
				SEGMENT 37 TOTAL		478.39 T

REPLACE AIR FILTER ELEMENT
REAR

COMPLAINT: REAR ENGINE AIR FILTERS WERE DIRTY AND
HAD HIGH HOURS ON THEM.
CORRECTION: REMOVED OLD AIR FILTERS, MARKED NEW
FILTERS WITH DATE AND HOURS AND INSTALLED.

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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.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	OWTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

			F/R PTS	162.00 *
			F/R LBR	113.00 *
		SEGMENT 38 TOTAL		275.00 T

 REPLACE ETHER STARTING AID
 BOTH
 COMPLAINT: REAR ETHER CAN WAS EMPTY, FRONT DID NOT HAVE ANYTHING.
 CORRECTION: LOOKED UP AND ORDERED NEW CANS. BROKE REAR CAN FREE AND INSTALLED NEW ETHER CAN.
 INSTALLED NEW ETHER CAN ON FRONT.

2	7N-0296		ETHERCYLASSY	S	52.29	104.58
			TOTAL PARTS	SEG. 39		104.58 *
			TOTAL LABOR	SEG. 39		75.00 *
			SEGMENT 39 TOTAL			179.58 T

 PERFORM MAINTENANCE ON TRANSMISSION
 REAR
 COMPLAINT: TRANS WAS DUE FOR MAINTENANCE
 CORRECTION: DRAINED OIL. TOOK FILTERS OFF. CLEANED SCREENS. TIGHTENED PLUG BACK UP AND INSTALLED NEW FILTERS. REFILLED WITH OIL.

1	2D-5248		GASKET	S	3.71	3.71
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SHIP TO

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	KEVIN WYNIA	06-23-22	04WO0314153	45 of 62
SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	2H-3928		SEAL	S	4.96	4.96
1	2M-9780		SEAL O RING	S	1.33	1.33
1	5F-0149		RING	S	5.36	5.36
1	5K-1770		SEAL O RING	S	9.26	9.26
1	6D-4733		GASKET	N	3.41	3.41
1	8M-5010		SEAL O RIN	S	5.91	5.91
1	175-7896		SEAL-O-RING	S	3.97	3.97
1	238-5084		SEAL-O-RING	S	7.98	7.98
1	258-2829		BREATHER	S	26.45	26.45
1	343-4464		ELEMENT-XSMN	S	30.81	30.81
6	4627708		30W TDTO 2.5 GAL	S	47.29	283.74
1	FLUIDBTL		FLUID SAMPLE	S	17.00	17.00
			TOTAL PARTS		SEG. 40	403.89 *
					F/R LBR	225.00 *
			SEGMENT 40 TOTAL			628.89 T

TROUBLESHOOT TRANSMISSION CONTROL
LEVER(S)
COMPLAINT: TRANSMISSION SHIFTER IS STICKY AND HARD
TO MOVE.
CAUSE: WORN OUT SHIFTER.
CORRECTION: REMOVED MOUNTING BOLTS FOR SHIFT LEVER
AND INSPECTED SHIFTER. LOOKED UP PARTS AND COULD

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

NOT GET ALL OF THE WORN PARTS FOR THE SHIFTER. A NEW SHIFTER WILL HAVE TO BE INSTALLED TO TAKE CARE OF THE ISSUE.

TOTAL LABOR	SEG. 41	90.00 *
SEGMENT 41 TOTAL		90.00 T

REPLACE TRANSMISSION CONTROL LEVER(S)

COMPLAINT: SHIFT NOB MOVES REALLY HARD
CORRECTION: TOOK THE 4 HEX BOLTS OUT. UNPLUGGED TWO CONNECTORS. INSTALLED NEW ONE PLUGGED IN BOTH CONNECTORS PUT 4 HEX BOLTS BACK IN AND TIGHTENED.

1	477-3850	CONT GP-XMSN	N	1126.55	1126.55
		TOTAL PARTS	SEG. 42		1126.55 *
			F/R LBR		75.00 *
		SEGMENT 42 TOTAL			1201.55 T

REPLACE GREASE LINES

COMPLAINT: GREASE LINE WAS BROKEN
CAUSE: OLD AND BRITTLE
CORRECTION: TOOK OLD GREASE LINE OFF. PUT NEW 90 DEGREE FITTING IN WITH NEW LINE TIGHTENED.

1	4D-6475	UNION	N	4.98	4.98
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UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	OWTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	5T-3817		HOSE A	S	17.05	17.05
			TOTAL PARTS	SEG. 43		22.03 *
			TOTAL LABOR	SEG. 43		75.00 *
			SEGMENT 43 TOTAL			97.03 T

REMOVE & INSTALL FINAL DRIVE, BK & WHEEL
LEFT FRONT
COMPLAINT: METAL IN DIFFERENTIAL AND FINAL DRIVES,
REMOVE FINAL, WHEEL AND SPINDLE TO CLEAN UP AND
INSPECT PARTS.
CAUSE: METAL IN DIFFERENTIAL.
CORRECTION: LIFTED MACHINE UP ONTO STANDS.
REMOVED FINAL DRIVE CARRIER ASSEMBLY AND SET OUT
OF THE WAY. PUT WHEEL REMOVAL TOOLING TOGETHER,
REMOVED RING GEAR AND LEFT WHEEL. FOUND LOTS OF
FINE METAL IN THE WHEEL AND ON THE SPINDLE.
CLEANED OFF DIRT AROUND THE SPINDLE, UNHOOKED
HOSES AND REMOVED SPINDLE. FOUND A LOT MORE FINE
METAL IN THE SPINDLE AND HOUSING. CLEANED UP
SPINDLE. CUSTOMER DOES NOT WANT TO PUT UPDATED DUO
CONE SEALS IN AT THIS TIME. CLEANED UP WHEEL
BEARINGS AND FOUND SMALL DENTS AND FINE METAL
PUSHED INTO THE RACES AND ROLLERS. CUSTOMER

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	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

APPROVED NEW WHEEL BEARINGS. CLEANED UP THE SPINDLE MOUNTING SURFACE AND HOUSING AND WHEEL. REMOVED RACES OUT OF WHEEL. INSTALLED SPINDLE IN PLACE AND TORQUED BOLTS AND HOOKED UP HOSES. INSTALLED NEW RACES AND INSTALLED NEW BEARING ON SPINDLE. INSTALLED NEW DUO CONE SEALS ON SPINDLE AND WHEEL. INSTALLED WHEEL ONTO SPINDLE, FOLLOWED WHEEL BEARING ADJUSTMENT, INSTALLED RETAINER AND MEASURED THICKNESS, TORQUED BOLTS TO 100FTLBS AND REMOVED TOOLING FROM WHEEL. RELEASED PARKING BRAKE AND SPUN WHEEL UNTIL THE BOLTS WOULD NOT TURN WHEN TORQUED TO 100FTLBS. LOOSENED BOLTS AND SPUN WHEEL, TORQUED BOLTS TO 15FTLBS AND SPUN WHEEL AND TORQUED BOLTS UNTIL THEY WOULD NOT TURN ANYMORE. MEASURED FROM RETAINER TO SPINDLE. TOOK DIFFERENCE BETWEEN THE TWO MEASUREMENTS AND NEEDED A 1.75MM SHIM PACK WHICH IS THE SAME AS WHAT WAS ON THE WHEEL ORIGINALLY. BLOCKED WHEEL, REMOVED RETAINER AND INSTALLED SHIM PACK, TORQUED BOLTS TO 180FTLBS. REMOVED TOOLING FROM THE MACHINE.

1	1M-9015	SEAL-O-RIN	S	10.11	10.11
1	1P-9593	CONE	S	349.93	349.93
1	1P-9594	CUP	S	147.18	147.18

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

1	2P-1823		CUP	S	101.74	101.74
1	2P-1824		CONE	S	292.38	292.38
1	3D-2824		SEAL O RING	S	1.66	1.66
1	3D-8422		SEAL O RING	S	15.05	15.05
1	3K-0360		SEAL	S	1.21	1.21
1	3P-1155		SEAL-O-RING	S	7.64	7.64
1	4D-1577		SEAL O RING	S	8.74	8.74
1	4F-2411		SEAL	S	12.34	12.34
1	5B-3265		GASKET	S	4.24	4.24
1	6F-4855		SEAL	S	1.16	1.16
2	8T-4224		WASHER	S	.36	.72
2	8T-4908		BOLT	S	.45	.90
1	9G-5319		SEAL G	S	159.55	159.55
2	228-7090		SEAL-O-RING	S	4.53	9.06
1	228-7092		SEAL-O-RING	S	5.19	5.19
1	228-7093		SEAL-O-RING	S	5.64	5.64
4	238-5080		SEAL-O-RING	S	4.95	19.80
1	238-5082		SEAL-O-RING	S	6.87	6.87
1	238-5084		SEAL-O-RING	S	7.98	7.98
1	312-2243		RETAINER	N	67.71	67.71
1	319-3887		SEAL GP	N	1208.04	1208.04
1	374-7464		CAP-SEAL	S	1.23	1.23
1	599-4474		COVER	N	39.84	39.84

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TOTAL PARTS	SEG. 45	2485.91 *
	F/R LBR	3900.00 *
SEGMENT 45 TOTAL		6385.91 T

INSPECT FINAL DRIVE

LEFT FRONT

COMPLAINT: INSPECT LEFT FRONT FINAL.
CAUSE: DEBRIS IN DIFFERENTIAL AND FINAL DRIVES.
CORRECTION: REMOVED SHAFTS, GEARS AND BEARINGS FROM FINAL DRIVE. CLEANED UP PARTS AND INSPECTED.
FOUND THE BEARINGS HAD SMALL PITTING IN THEM.
CUSTOMER APPROVED NEW BEARINGS. ONCE PARTS ARRIVED, ASSEMBLED FINAL AND INSTALLED INTO WHEEL.

6	2G-1006	SPACER	S	28.23	169.38
6	4D-3151	ROLLER A	S	35.91	215.46
	TOTAL PARTS		SEG. 46		384.84 *
			F/R LBR		600.00 *
	SEGMENT 46 TOTAL				984.84 T

REMOVE & INSTALL FINAL DRIVE, BK & WHEEL

RIGHT FRONT

COMPLAINT: METAL IN DIFFERENTIAL AND FINAL DRIVES,
REMOVE FINAL, WHEEL AND SPINDLE TO CLEAN UP AND

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INSPECT PARTS.
CAUSE: METAL IN DIFFERENTIAL.
CORRECTION: REMOVED FINAL DRIVE CARRIER ASSEMBLY AND SET OUT OF THE WAY. PUT WHEEL REMOVAL TOOLING TOGETHER, REMOVED RING GEAR AND LEFT WHEEL. FOUND LOTS OF FINE METAL IN THE WHEEL AND ON THE SPINDLE. CLEANED OFF DIRT AROUND THE SPINDLE, UNHOOKED HOSES AND REMOVED SPINDLE. FOUND A LOT MORE FINE METAL IN THE SPINDLE AND HOUSING. CLEANED UP SPINDLE. CUSTOMER DOES NOT WANT TO PUT UPDATED DUO CONE SEALS IN AT THIS TIME. CLEANED UP WHEEL BEARINGS AND FOUND SMALL DENTS AND FINE METAL PUSHED INTO THE RACES AND ROLLERS. CUSTOMER APPROVED NEW WHEEL BEARINGS. CLEANED UP THE SPINDLE MOUNTING SURFACE AND HOUSING AND WHEEL. REMOVED RACES OUT OF WHEEL. INSTALLED SPINDLE IN PLACE AND TORQUED BOLTS AND HOOKED UP HOSES. INSTALLED NEW RACES AND INSTALLED NEW BEARING ON SPINDLE. INSTALLED NEW DUO CONE SEALS ON SPINDLE AND WHEEL. INSTALLED WHEEL ONTO SPINDLE, FOLLOWED WHEEL BEARING ADJUSTMENT, INSTALLED RETAINER AND MEASURED THICKNESS, TORQUED BOLTS TO 100FTLBS AND REMOVED TOOLING FROM WHEEL. RELEASED PARKING BRAKE

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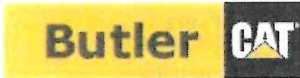
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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
04	C78767	KEVIN WYNIA	06-23-22	04WO0314153	52 of 62
SHIP VIA		DOC.DATE	REFERENCE NO.		
		03-07-22	0487327		
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

AND SPUN WHEEL UNTIL BOLTS WOULD NOT TURN WHEN TORQUED TO 100FLTBS. LOOSENEED BOLTS AND SPUN WHEEL, TORQUED BOLTS TO 15FTLBS AND SPUN WHEEL AND TORQUED BOLTS UNTIL THEY WOULD NOT TURN ANYMORE. MEASURED FROM RETAINER TO SPINDLE. TOOK DIFFERENCE BETWEEN THE TWO MEASUREMENTS AND NEEDED A 1.95MM SHIM PACK. BLOCKED WHEEL, REMOVED RETAINER AND INSTALLED SHIM PACK, TORQUED BOLTS TO 180FTLBS. REMOVED TOOLING FROM THE MACHINE.

1	1M-9015		SEAL-O-RIN	S	10.11	10.11
1	1P-9593		CONE	S	349.93	349.93
1	1P-9594		CUP	S	147.18	147.18
1	2P-1823		CUP	S	101.74	101.74
1	2P-1824		CONE	N	292.38	292.38
1	3D-2824		SEAL O RING	S	1.66	1.66
1	3D-8422		SEAL O RING	S	15.05	15.05
1	3K-0360		SEAL	S	1.21	1.21
1	3P-1155		SEAL-O-RING	S	7.64	7.64
1	4D-1577		SEAL O RING	S	8.74	8.74
1	4F-2411		SEAL	S	12.34	12.34
1	5B-3265		GASKET	S	4.24	4.24
1	6F-4855		SEAL	S	1.16	1.16
2	8T-4224		WASHER	S	.36	.72

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

2	8T-4908		BOLT	S	.45	.90
1	9G-5319		SEAL G	S	159.55	159.55
2	228-7090		SEAL-O-RING	S	4.53	9.06
1	228-7092		SEAL-O-RING	S	5.19	5.19
1	228-7093		SEAL-O-RING	S	5.64	5.64
4	238-5080		SEAL-O-RING	S	4.95	19.80
1	238-5082		SEAL-O-RING	S	6.87	6.87
1	238-5084		SEAL-O-RING	S	7.98	7.98
1	319-3887		SEAL GP	N	1208.04	1208.04
1	374-7464		CAP-SEAL	S	1.23	1.23
1	599-4474		COVER	N	39.84	39.84
			TOTAL PARTS		SEG. 47	2418.20 *
					F/R LBR	3900.00 *
			SEGMENT 47 TOTAL			6318.20 T

 INSPECT FINAL DRIVE
 RIGHT FRONT
 COMPLAINT: INSPECT RIGHT FRONT FINAL DRIVE.
 CAUSE: DEBRIS IN DIFFERENTIAL AND FINAL DRIVES.
 CORRECTION: DISASSEMBLED THE FINAL DRIVE. CLEANED
 THE PARTS UP. INSPECTED PARTS, FOUND ONE OF THE
 SHAFTS STARTING TO COME APART. ORDERED NEW SHAFT
 AND BEARINGS. ASSEMBLED THE FINAL AND SET OUT OF

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THE WAY UNTIL THE SHAFT SHOWS UP. ONCE SHAFT SHOWED UP, ASSEMBLED FINAL AND INSTALLED ON MACHINE AND TORQUED BOLTS.

1	2F-6067	RING	N	4.62	4.62
6	2G-1006	SPACER	S	28.23	169.38
6	4D-3151	ROLLER A	S	35.91	215.46
1	101-1504	SHAFT	N	222.26	222.26
			TOTAL PARTS	SEG. 48	611.72 *
				F/R LBR	600.00 *
			SEGMENT 48 TOTAL		1211.72 T

REPAIR AXLE SHAFT

RIGHT FRONT

COMPLAINT: RIGHT SIDE AXLE SHAFT WAS DAMAGED AT THE END OF THE SPLINES THAT GO INTO THE DIFFERENTIAL, CLEAN UP SPLINES.

CAUSE: FAILURE IN DIFFERENTIAL.

CORRECTION: SHOWED THE CUSTOMER THE AXLE SHAFT SPLINES AND THEY REQUESTED TO CLEAN THE SPLINES UP INSTEAD OF REPLACE THE AXLE SHAFT. SMOOTHED OFF THE END AND CLEANED UP THE AXLE SPLINES SO THE SPLINES WOULD SLIDE INTO THE DIFFERENTIAL AND WASHED OFF THE AXLE SHAFT.

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F/R LBR 150.00 *

SEGMENT 49 TOTAL 150.00 T

PERFORM MAINTENANCE ON DIFFERENTIAL
COMPLAINT: REAR DIFF NEEDED MAINTENANCE.
CORRECTION: DROPPED OIL OUT OF THE FINALS AND
DIFF. REPLACED SEALS ON BOTH FILL AND DRAINS FOR
THE FINALS. ALSO REPLACED SEAL FOR DIFF DRAIN.
PUT PLUGS BACK IN. ADDED OIL TO THE FINAL. ADDED
OIL TO THE DIFF AND LET IT SETTLE OUT AND ADDED
UNTIL FULL. USED THE REST OF THE 55 GALLON DRUM
THAT WAS ORDERED FOR THE FRONT DIFF. USED 12
GALLONS OF BULK OIL TO FINISH IT OFF.

1	3K-0360	SEAL	S	1.21	1.21
1	4B-8407	GASKET	S	2.94	2.94
1	5B-3265	GASKET	S	4.24	4.24
1	258-2829	BREATHER	S	26.45	26.45
12	1556220BR	80W90 BAR-BLK	S	20.55	246.60
TOTAL PARTS			SEG. 50		281.44 *
			F/R LBR		300.00 *
SEGMENT 50 TOTAL					581.44 T

PERFORM MAINTENANCE ON HYDRAULIC SYSTEM

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PARTIAL

COMPLAINT: HYDRAULIC SYSTEM NEEDED MAINTENANCE.
CORRECTION: DRAINED OIL. REPLACED FILTERS. ADDED
HYDRAULIC OIL UNTIL FULL AND THEN TOPPED OFF AFTER
RUNNING.

1	2H-6124	RING	S	8.00	8.00
1	5H-6733	SEAL-O-RING	S	7.27	7.27
1	7D-1195	SEAL	S	5.02	5.02
2	139-1537	ELEMENT-FILT	S	61.94	123.88
2	295-6257	ELEMENT AS	S	56.71	113.42
			TOTAL PARTS	SEG. 51	257.59 *
				F/R LBR	150.00 *
			SEGMENT 51 TOTAL		407.59 T

REMOVE WORN OR BROKEN BOLTS

COMPLAINT: SHEARED OFF BOLT HEAD/BROKEN BOLT
CAUSE: BOLT BROKE OFF IN HOLE
CORRECTION: MACHINE CAME IN WITH BROKEN BOLT.
TACKED A NUT TO TOP OF BROKEN BOLT AND LET COOL.
ONCE COOLED, TRIED BACKING BOLT OUT OF HOLE BUT
NUT BUSTED OFF. REPEATED THE PROCESS A SECOND
TIME TO NO AVAIL. THE BOLT WAS BROKE OFF PRIOR SO
IM ASSUMING SOMEONE HAD TRIED GETTING IT OUT

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BEFORE. NATHAN SAID THAT THEY WOULD TAKE A DIFFERENT APPROACH AS OF NOW

1	8T-4184	BOLT	S	1.53	1.53
1	198-4778	WASHER-HARD	S	3.52	3.52
		TOTAL PARTS	SEG. 52		5.05 *
			F/R LBR		150.00 *
		SEGMENT 52 TOTAL			155.05 T

 TROUBLESHOOT ENGINE COOLING SYSTEM FRONT

COMPLAINT: FRONT ENGINE WOULD START SMOKING WHITE, MOISTURE COLLECTION ON EXHAUST STACK.
 CORRECTION: PRESSURIZED COOLING SYSTEM ON FRONT ENGINE OVER NIGHT. PRESSURE HAD DROPPED IN THE MORNING, FOUND COOLANT LEAKING OUT OF A HOSE ON THE TOP OF THE RADIATOR. REMOVED CLAMPS OFF EGR COOLER AND INSPECTED. COOLER DID NOT HAVE ANY COOLANT IN IT.

TOTAL LABOR	SEG. 55	165.00 *
SEGMENT 55 TOTAL		165.00 T

 REMOVE & INSTALL CUSHION HITCH ACCUMULATOR

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CORPORATE OFFICE: Ph: (701) 232-0033 * Fax:(701) 298-1717
visit our website at: www.butlermachinery.com



Aberdeen (605) 225-6240	Devils Lake (701) 665-3800	Grand Forks (701) 775-4238	Huron (605) 353-1200	Pierre (605) 224-5400
Bismarck (701) 223-0890	Dickinson (701) 456-1400	Hankinson (701) 242-7474	Jamestown (701) 251-1400	Rapid City (605) 342-4850
Watertown (605) 954-7100	Fargo (701) 280-3100	Hoople (701) 894-6363	Minot (701) 852-3508	Sioux Falls (605) 336-3010

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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	06-23-22	04WO0314153	58 of 62
SHIP VIA			DOC.DATE	REFERENCE NO.	
			03-07-22	0487327	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	627K	0WTC00102	13019.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

COMPLAINT: ACCUMULATOR ON CUSTOMER'S OTHER 627K WAS BAD AND WANTED THE ACCUMULATOR OFF THE MACHINE IN THE SHOP.

CAUSE: FAILED ACCUMULATOR.

CORRECTION: TALKED WITH KEVIN AND FIGURED OUT THE HIGH PRESSURE ACCUMULATOR ON THEIR OTHER 627K WAS BAD. CHECKED BOTH ACCUMULATORS ON THEIR MACHINE IN THE SHOP AND FOUND BOTH WERE GOOD, THE HIGH PRESSURE ACCUMULATOR WAS OVER CHARGED. BLED DOWN HIGH PRESSURE ACCUMULATOR, UNHOOKED AND REMOVED FROM THE MACHINE. WASHED UP AND BROUGHT UP TO PARTS FOR CUSTOMER TO TAKE TO THEIR OTHER MACHINE. ONCE OTHER ACCUMULATOR WAS BACK AT THE SHOP AND RESEALED, INSTALLED ACCUMULATOR IN PLACE AND HOOKED IT UP.

2	6V-8400	SEAL-O-RING	S	1.52	3.04
		TOTAL PARTS		SEG. 60	3.04 *
				F/R LBR	375.00 *
		SEGMENT 60 TOTAL			378.04 T

REPLACE GASKET/RESEAL CUSHION HITCH ACCUMULATOR

COMPLAINT: CUSHION HITCH ACCUMULATOR HAS OIL ON

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

NITROGEN SIDE OF IT.
 CAUSE: SEALS FAILED.
 CORRECTION: TOOK ACCUMULATOR APART, THEN CLEANED UP AND INSPECTED ALL THE OLD PARTS. THERE IS A LIGHT GROOVE WORN IN BARREL, BUT IT SHOULD SEAL UP OK. ORDERED UP SEAL KIT FOR THE ACCUMULATOR. RESEALED ACCUMULATOR, THEN SLID PISTON TO THE TOP AND FILLED CAVITY WITH 10 WT OIL AND A LITTLE HYDRAULIC ADDITIVE. CHARGED ACCUMULATOR TO 1342 PSI THEN INSTALLED GUARD ON IT. PUT ACCUMULATOR OVER BY SCRAPER ON A PALLET.

1	2S-4078	SEAL	S	2.11	2.11
1	5K-9090	SEAL O RING	S	1.36	1.36
1	222-2367	VALVE GP	S	62.55	62.55
1	379-0215	KIT-SEAL	N	430.41	430.41
TOTAL PARTS			SEG. 61		496.43 *
			F/R LBR		450.00 *
SEGMENT 61 TOTAL					946.43 T

 INSTALL CAB AIR FILTER
 STUD(S)
 COMPLAINT: INSIDE CAB AIR FILTER PANEL WAS MISSING
 HOLD DOWN SCREW ON BOTH OF THE CUSTOMERS 627KS.

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

ORDER FOR BOTH MACHINES.
CAUSE: MISSING HOLD DOWNS.
CORRECTION: LOOKED UP AND ORDERED SCREWS FOR BOTH
OF THE CUSTOMER'S MACHINES. INSTALLED THE ONES
FOR THE MACHINE AT THE SHOP AND GAVE THE OTHER TWO
TO KEVIN.

4	334-6090	STUD	N	2.28	9.12
		TOTAL PARTS	SEG. 62		9.12 *
		SEGMENT 62 TOTAL			9.12 T

REPLACE STEERING VALVE

1	129-8222	VALVE GP	N	111.09	111.09
1	132-5258	VALVE GP	N	114.92	114.92
		TOTAL PARTS	SEG. 63		226.01 *
		TOTAL LABOR	SEG. 63		15.00 *
		SEGMENT 63 TOTAL			241.01 T

INSTALL TIRE

SET (ALL)

COMPLAINT: TIRES ARE GETTING REPLACED.
CORRECTION: HELPED TIRE COMPANY GET MACHINE LINED
UP. ONCE TIRES WERE OFF, MOVED OLD TIRES OUT OF
THE WAY UP BY THE CRUSHER LINE. CUSTOMER IS GOING

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TO COME AND GET THE TIRES.

TOTAL LABOR	SEG. 64	210.00 *
SEGMENT 64 TOTAL		210.00 T

REPAIR BOTTOM GUARD
BRACKET

COMPLAINT: BROKEN BRACKET ON BELLY PAN.
CORRECTION: BOLTED BELLY PAN TO MACHINE. REMOVED
BROKEN BOLT FROM ONE BRACKET WITH VISE GRIPS.
STRAIGHTENED BRACKET THAT BROKE. GROUND DOWN TO
BEVEL. WELDED BRACKET TO BELLY PAN.

	F/R LBR	225.00 *
SEGMENT 65 TOTAL		225.00 T

WELD LIFTING HOOK

WELD ON HOOK TO HOLD TO TOW BAR WHILE TRANSPORT
COMPLAINT: NEEDED HOOK WELDED ON FRONT TO CHAIN
TOW BAR IN PLACE.
CORRECTION: CLEANED OFF PAINT. WELDED ON HOOK.

TOTAL LABOR	SEG. 66	105.00 *
SEGMENT 66 TOTAL		105.00 T

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

HANDLING CHARGE	2784.56 T
SD STATE TAX	4405.47 T
SIOUX FALLS CITY TAX	1957.99 T

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Please Pay
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\$104,262.89

812 hyd pump



TEST REPORT

Customer:	ROUND CONTRUCTION
Model #:	ERL100BLS2722NNN3S1U6A1NNNNNNNNNN
Serial Number:	2223395402
Repair #	SFAR-14377
Date:	June 6, 2022

T.C.M.:	
Oil Temp	105

Test RPM:	1000	Rpm
Test Rotation	CCW	Rotation
Displacement	6.20	Cu In/Rev
Charge Pressure:		Psi
Compensator Pressure:	3970	Psi
Load Sense Pressure:	320	Psi
P.O.R.:		Psi
Case Flow:		Gpm

	Port A	Port B	
Control Stroke Begin:			PSI ▼
Control Stroke End:			PSI ▼
Control Stroke Begin:			PSI ▼
Control Stroke End:			PSI ▼

Relief/Limiter Setting A:		Psi	LEFT SIDE
Relief/Limiter Setting B:		Psi	RIGHT SIDE

	Load Psi	Input Rpm	Flow A Gpm	Eff % A	Flow B Gpm	Eff % B
Volumetric Test	1000	1000	26.84	100.0%		#VALUE!
	2000	1000	26.69	99.4%		#VALUE!
	3000	1000	26.41	98.4%		#VALUE!

Air Tested:	30	
Technician:		

Notes:

REMANUFACTURED COMPONENT START-UP/INSTALLATION INSTRUCTIONS.

When installing your SunSource reman component, follow these directions and procedures prior to start-up to ensure trouble-free operation and extend the life of your hydraulic system. Keep in mind that these are general guidelines. Questions regarding specific guidelines for your unit should be referred to your operations manual.

Hydrostatic Loop

We recommend an inspection of your entire hydrostatic loop, including all hoses and related parts.

Cleanliness

Special care was taken to repair and clean your hydraulic component. Cleaning and inspection of your other system components - including hydraulic tank, heat exchanger, and strainers - is recommended prior to installing these components.

Oil

We recommend you use the manufacturer suggested hydraulic oil, filtered to 10 micron absolute. Use of sub-standard oil may adversely affect component life. Be sure to fill the pump and motor housings with filtered oil, as well as the pump inlet line.

Filters

At installation, be sure to change all filters, including charge pressure and return filters. We recommend you use a high quality filter with a Beta rating at 10 micron of 75 or higher. To ensure optimum performance, change these filters again after the first 50 hours of operation.

Start-up

Ensure the pump and motor case are full of oil, and bleed out all air. A charge pressure gauge is needed to ensure proper start-up. Disconnect the external control linkage. Turn the engine over - without starting - until charge pressure is established.

Caution

Do NOT start the unit unless the pump is in neutral (0 swashplate angle). Take safety precautions to prevent machine movement in case the pump is actuated during initial start-up. Once charge pressure is established, reconnect the control linkage. Run the engine at low idle, ensure charge pressure is within factory specifications. If your readings differ, shut down the system and call your SunSource technical representative. If readings are correct, cycle the machine under no load forward and reverse to purge any remaining air from the system. Check all system pressures, and resume normal operation.

Normal Operation

Each time you start your system, run at low RPM for several minutes to circulate and warm up the oil.

Maintenance

Filters should be changed every 500 hours. Fluid should also be changed periodically or when high temperature or contamination has been encountered.

Please note that "Contamination" related failures are NOT covered under warranty.

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: WTC00102 SERIAL NUMBER: WTC00102 MODEL : 627K MANUFACTURER : CAT COMPANY NAME : Rounds Construction Co. JOB SITE : AREA: REGION:	COMPARTMENT NAME : ENGINE 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 #
E070-52087-5338

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	E070-52087-5338	13042		Y	Y	0	4	0	0	0	0	1	0	3	1	5	1	65	5	0	1087	945	0	1109	1320

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	W	
23-Mar-22	E070-52087-5338	13042					Y	Y	14.70	1	19	15	5	N	N	

OIL CLEANLINESS				
SAMPLE DATE	SAMPLE ID	FLUID CHANGE	FILTER CHANGE	PQI
23-Mar-22	E070-52087-5338	Y	Y	8

A = Antifreeze, Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, 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.

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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: WTC00102
 SERIAL NUMBER: WTC00102
 MODEL : 627K #812
 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) : 6
 SAMPLE LOCATION :

Interp By: Scot Sorensen

Monitor Compartment

Silicon is testing higher than expected. The other test results appear to indicate normal levels for this compartment. Higher Silicon may be expected on new or recently repaired compartments. If this is not the case, check for possible dirt entry.

LAB #

E070-52089-6033

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
24-Mar-22	E070-52089-6033	13042		Y	Y	4	17	0	0	0	0	4	1	4	63	4	2	63	4	0	1135	1003	0	1169	1351

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	W
24-Mar-22	E070-52089-6033	13042					Y	Y	12.90	10	19	15	7	N	N

OIL CLEANLINESS

SAMPLE DATE	SAMPLE ID	FLUID CHANGE	FILTER CHANGE	PQI
24-Mar-22	E070-52089-6033	Y	Y	9

A = Antifreeze, Al = Aluminum, B = Boron, Ba = Barium, Ca = Calcium, Cr = Chromium, Cu = Copper, 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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EQUIPMENT

EQUIP NUM: WTC00102
 SERIAL NUMBER: WTC00102
 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) : 3
 SAMPLE LOCATION :

Interp By: Scot Sorensen

Monitor Compartment

Isolated, high Copper levels could be due to a normal chemical reaction between this oil & the copper parts. The other test results appear to indicate more normal levels for this type of compartment. As a precaution, consider inspecting the filters.

LAB #
 E070-52084-5222
 PROCESS 25-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
22-Mar-22	E070-52084-5222	13042	13042	Y	Y	142	31	0	0	0	0	1	1	6	9	8	2	1	2	1	3039	19	1	1001	1263

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
22-Mar-22	E070-52084-5222	13042	13042				Y	Y	10.60	N	N

OIL CLEANLINESS

SAMPLE DATE	SAMPLE ID	FLUID CHANGE	FILTER CHANGE	4µ	6µ	10µ	14µ	18µ	21µ	38µ	50µ	ISO	PQI
22-Mar-22	E070-52084-5222	Y	Y	36711	5453	109	50	26	14	3	1	22/20/13	14

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

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.

User: H070

102

Catalog #:

627K Wheel Tractor Scraper, 2012
SN: 0WTC00102

Current Hours (SMU): 12414
Sale Date: 04/17/2015

Delivery Date: Unknown

Service History

Service Date	Invoice Type	Hours	Description	Service Notes
03/29/2013	Service	730	INSPECT MACHINE	INSPECT MACHINE INSPECT MACHINENO 4196SINGN UNDERSIDECHRUNNING.ERW 03/28/13 SMU 730 SVC TECH BRIAN SWEDLUND 03/25/13 WENT OVER MACHINE WITH ENGINEER. DID SOME SMALL REPAIRS OF BOLTS MISSING, OIL LEVELS LOW. COOLANT LEVELS LOW, TOPPED OFF DEF LEVELS. 03/26/13 TRUCK WAS SUPPOSED TO HAUL MACHINE AND WHILE WAITING THE CUTTING EDGES WERE REMOVED AND TURNED AND TORQUED BACK ON. ALSO CLEARED ALL CODES THAT COULD BE AND DOWNLOADED PRODUCT STATUS REPORT FROM MACHINE. TRUCK DIDN'T SHOW UP 03/27/13 LOADED MACHINE ON TRUCK AND FOLLOWED TRUCK TO JOBSITE. INSTALLED ALL ITEMS THAT HAD BEEN REMOVED FROM MACHINE FOR SHIPPING PURPOSES. PERFORMED OPERATOR TRAINING AND WATCHED THE OPERATION OF THE MACHINE. 03/28/13 WENT BACK TO MACHINE AND TRAINED ANOTHER OPERATOR BECAUSE OPERATOR WAS NO UTILIZING MACHINE OR PROVIDING FEEDBACK BECAUSE OF LANGUAGE BARRIER. WATCHED THE OPERATION OF THE MACHINE AND TALKED TO OPERATOR FOR SOME FEEDBACK. THIS OPERATOR IS UTILIZING MACHINE AND HAS AN ABUNDANCE OF FEED
03/29/2013	Service	730	TRAVEL TO/FROM MACHINE	TRAVEL TO MACHINE
03/29/2013	Service	730	INSPECT MACHINE	INSPECT MACHINE INSPECT MACHINELUND SMCS: 7593CODE:YNDA6DELL.2 03/28/13 SMU 730 SVC TECH BRIAN SWEDLUND 03/25/13 WENT OVER MACHINE WITH ENGINEER. DID SOME SMALL REPAIRS OF BOLTS MISSING, OIL LEVELS LOW. COOLANT LEVELS LOW, TOPPED OFF DEF LEVELS. 03/26/13 TRUCK WAS SUPPOSED TO HAUL MACHINE AND WHILE WAITING THE CUTTING EDGES WERE REMOVED AND TURNED AND TORQUED BACK ON. ALSO CLEARED ALL CODES THAT COULD BE AND DOWNLOADED PRODUCT STATUS REPORT FROM MACHINE. TRUCK DIDN'T SHOW UP 03/27/13 LOADED MACHINE ON TRUCK AND FOLLOWED TRUCK TO JOBSITE. INSTALLED ALL ITEMS THAT HAD BEEN REMOVED FROM MACHINE FOR SHIPPING PURPOSES. PERFORMED OPERATOR TRAINING AND WATCHED THE OPERATION OF THE MACHINE. 03/28/13 WENT BACK TO MACHINE AND TRAINED ANOTHER OPERATOR BECAUSE OPERATOR WAS NO UTILIZING MACHINE OR PROVIDING FEEDBACK BECAUSE OF LANGUAGE BARRIER. WATCHED THE OPERATION OF THE MACHINE AND TALKED TO OPERATOR FOR SOME FEEDBACK. THIS OPERATOR IS UTILIZING MACHINE AND HAS AN ABUNDANCE OF FEED
03/29/2013	Service	730	TRAVEL TO/FROM MACHINE	TRAVEL TO MACHINE
04/30/2013	Service	817	INSPECT MACHINE	INSPECT MACHINE FOR THE MONTH OF APRIL INSPECT MACHINE FOR THE MONTH OF APRIL WAS 30737NO 04/01/13 CUSTOMER SAID CUSHION HITCH WOULD NOT GO DOWN. WENT TO MACHINE AND TESTED OPERATION. FOUND HITCH WOULD NOT GO DOWN AFTER MACHINE AT OPERATING TEMP UNLESS PARK BRAKE APPLIED. PERFORMED SOME TESTS REQUESTED BY ENGINEERS AND SENT THE INFO TO THEM. HAD CUSTOMER RUN MACHINE AND THEN CAPTURE MORE INFO. CUSTOMER RAN MACHINE UNTIL THE MUD PACKED IN THE FENDERS SO BAD THE FENDERS WERE STRETCHED AND ALMOST TORN OFF. TOOK PICTURES AND SENT TO ENGINEER. STAYED AND HELPED CUSTOMER DIG THE FENDERS OUT AND TOOK SOME MORE PICTURES AND SENT TO ENGINEER THE NEXT DAY. 04/03/13 WENT TO MACHINE AND PULLED FENDERS FROM THE MACHINE TO SEE IF THEY WOULD POP BACK INTO SHAPE WHEN REMOVED. TOOK LOTS OF PICTURES OF THE STRECHED AND WARPED FENDERS AND SENT TO ENGINEER. 4/9/13 WENT TO MACHINE WITH ENGINEER. REPLACED INNER AND OUTER FENDER ASSYS REPLACED CUSHION HITCH CONTROL VALVE. RAN MACHINE TO CHECK FOR LEAKS AND P

				REPAIR PROCESS COMMENTS: JOB
06/06/2013	Service	1027	WELD WITH HARDWARE INFORMATION RECORD ONLY	LOCATION:PRESTON TX SERVICE DATE:5/20/13 TECHNICIAN:2189 SEAT BELT INSTALL DATE:MAR 12 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION **** *NO 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
06/06/2013	Service	1027		
06/07/2013	Service	0		
07/15/2013	Service	1220	REPAIR MACHINE	06/3/13 BRIAN SWEDLUND GATHERED PARTS FOR F/FOLLOW VISIT. 6/4/13 WENT TO MACHINE WITH ENGINEER. REMOVED SEAT ASSY FROM CAB TO TRY UPDATING. FOUND NEEDED A NEW STYLE ECM. REINSTALLED SEAT BACK IN MACHINE. REPLACED AIR FILTER HSG LIDS ON FRONT AND REAR ENGINE. UPDATED ALL SOFTWARE ON MACHINE. RESEARCHED HMU UPDATE AND DID NOT HAVE EVERYTHING TO PERFORM UPDATE. DOWNLOADED REPORTS FROM MACHINE AND E-MAILED TO ENGINEER. 6/18/13 SMU 1175 WENT TO MACHINE AND REMOVED FRONT AND BOTTOM GUARDS FROM CAB. REMOVED HMU FROM CAB AND PERFORMED UPDATE AS PER INSTRUCTIONS. INSTALLED HMU AND INSTALLED ALL HOSES. RAN MACHINE AND FOUND IT WOULD NOT STEER. FOUND THAT THE INSTRUCTIONS TO REMOVE THE RELIEFS FROM THE CIRCUIT MEANT TO BOTTOM OUT THE ADJUSTERS AND NOT PHYSICALLY REMOVE THE PARTS. 6/19/13 WENT BACK TO MACHINE AND REMOVED HMU FROM MACHINE. REINSTALLED PARTS FOR RELIEFS BACK IN HMU. REINSTALLED HMU BACK IN MACHINE AND INSTALLED ALL HOSES. RAN MACHINE TO TEST STEERING. ALL WORKS FINE AT THIS TIME
07/15/2013	Service	1220	TRAVEL TO/FROM MACHINE	
07/15/2013	Service	1220	TRAVEL TO/FROM MACHINE	
07/15/2013	Service	1220	REPAIR MACHINE	06/3/13 BRIAN SWEDLUND GATHERED PARTS FOR F/FOLLOW VISIT. 6/4/13 WENT TO MACHINE WITH ENGINEER. REMOVED SEAT ASSY FROM CAB TO TRY UPDATING. FOUND NEEDED A NEW STYLE ECM. REINSTALLED SEAT BACK IN MACHINE. REPLACED AIR FILTER HSG LIDS ON FRONT AND REAR ENGINE. UPDATED ALL SOFTWARE ON MACHINE. RESEARCHED HMU UPDATE AND DID NOT HAVE EVERYTHING TO PERFORM UPDATE. DOWNLOADED REPORTS FROM MACHINE AND E-MAILED TO ENGINEER. 6/18/13 SMU 1175 WENT TO MACHINE AND REMOVED FRONT AND BOTTOM GUARDS FROM CAB. REMOVED HMU FROM CAB AND PERFORMED UPDATE AS PER INSTRUCTIONS. INSTALLED HMU AND INSTALLED ALL HOSES. RAN MACHINE AND FOUND IT WOULD NOT STEER. FOUND THAT THE INSTRUCTIONS TO REMOVE THE RELIEFS FROM THE CIRCUIT MEANT TO BOTTOM OUT THE ADJUSTERS AND NOT PHYSICALLY REMOVE THE PARTS. 6/19/13 WENT BACK TO MACHINE AND REMOVED HMU FROM MACHINE. REINSTALLED PARTS FOR RELIEFS BACK IN HMU. REINSTALLED HMU BACK IN MACHINE AND INSTALLED ALL HOSES. RAN MACHINE TO TEST STEERING. ALL WORKS FINE AT THIS TIME
07/15/2013	Service	1220	TRAVEL TO/FROM MACHINE	
07/15/2013	Service	1220	TRAVEL TO/FROM MACHINE	

07/30/2013	Service	1297	INSPECT MACHINE	<p>JULY F/FOLLOW JOB JULY F/FOLLOW JOBR, NOTICED THE TOP PLATE WAS Y'DW JOB #1: REWORK ON FRONT HOOD SUPPORT CUT OFF 5 BRACKETS AND ONE BOSS USING A CUTTING TORCH. GRINDED AREAS SMOOTH. WELDED FIRST BRACKET ON RIGHT SIDE OF THE SUPPORT 338.8 MM FROM THE BASE OF THE FRAME. WELDED SECOND BRACKET ON THE SAME SIDE 761.9 MM FROM THE BASE OF THE FRAME. INSTALLED BOSS ON LEFT/BACK SIDE OF THE FRAME 223.9 MM FROM THE BASE. INSTALLED 3 MORE BOSSES ON THE SAME SIDE THEN WELDED BRACKET ON THE TOP OF THE FRAME. WELDED ONE MORE BOSS UNDER THE BRACKET ON THE TOP OF THE FRAME. SANDED ALL AREAS WORKED ON THEN PAINTED THE FRAME. TECH A376 07/23/13***** ***** JOB #2: CUT OF 6 PRE EXISTING BRACKETS AND 1 BOSS FROM THE FRAME. GRINDED ALL AREAS SMOOTH. POSITIONED NEW BRACKETS ON EACH SIDE OF FRAME THEN DEPOSITED 3/8" WELD TO BRACKETS. WE THEN BOLTED THE TWO PANS UP TO THE BRACKETS AND MARKED THE 8 HOLES WHERE THE TWO PANS BOLT UP TO THE MIDDLE PAN. TORCHED OUT THE</p>
07/30/2013	Service	1297	TRAVEL TO/FROM MACHINE	TRAVEL TO MACHINE
07/30/2013	Service	1297	TRANSPORT MACHINE	7/12/13 HEATH S ALLEN-IRV LD# 183985
07/30/2013	Service	1297	TRAVEL TO/FROM MACHINE	
07/30/2013	Service	1297	INSPECT MACHINE	<p>JULY F/FOLLOW JOB JULY F/FOLLOW JOBN D SMCS: 7593 CODE:YNDA6INS,* JOB #1: REWORK ON FRONT HOOD SUPPORT CUT OFF 5 BRACKETS AND ONE BOSS USING A CUTTING TORCH. GRINDED AREAS SMOOTH. WELDED FIRST BRACKET ON RIGHT SIDE OF THE SUPPORT 338.8 MM FROM THE BASE OF THE FRAME. WELDED SECOND BRACKET ON THE SAME SIDE 761.9 MM FROM THE BASE OF THE FRAME. INSTALLED BOSS ON LEFT/BACK SIDE OF THE FRAME 223.9 MM FROM THE BASE. INSTALLED 3 MORE BOSSES ON THE SAME SIDE THEN WELDED BRACKET ON THE TOP OF THE FRAME. WELDED ONE MORE BOSS UNDER THE BRACKET ON THE TOP OF THE FRAME. SANDED ALL AREAS WORKED ON THEN PAINTED THE FRAME. TECH A376 07/23/13***** ***** JOB #2: CUT OF 6 PRE EXISTING BRACKETS AND 1 BOSS FROM THE FRAME. GRINDED ALL AREAS SMOOTH. POSITIONED NEW BRACKETS ON EACH SIDE OF FRAME THEN DEPOSITED 3/8" WELD TO BRACKETS. WE THEN BOLTED THE TWO PANS UP TO THE BRACKETS AND MARKED THE 8 HOLES WHERE THE TWO PANS BOLT UP TO THE MIDDLE PAN. TORCHED OUT THE</p>
07/30/2013	Service	1297	TRAVEL TO/FROM MACHINE	TRAVEL TO MACHINE
07/30/2013	Service	1297	TRAVEL TO/FROM MACHINE	
07/30/2013	Service	1297	TRANSPORT MACHINE	7/12/13 HEATH S ALLEN-IRV LD# 183985
08/30/2013	Service	1469	INSPECT MACHINE	<p>INSPECT MACHINE FOR THE MONTH OF AUGUST INSPECT MACHINE FOR THE MONTH OF AUGUST RMATION. 59 06/25/13 PERFORMED UPDATES ON MACHINE WITH ENGINEER. PERFORMED INSPECTION AND WENT OVER MACHINE. 07/29 TO 08/07 MACHINE WAS IN THE IRVING SHOP AND NUMEROUS UPDATES WERE PERFORMED UNDER THE SUPERVISION OF CAT ENGINEER. MACHINE WAS HAULED OUT TO JOBSITE AFTER THE UPDATES WERE PERFORMED AND WAS ASSEMBLED FOR OPERATION. WATCHED MACHINE RUN AND DOWNLOADED INFORMATION FROM MACHINE. 08/09 CLEANED THE SHOP FROM HAVING MACHINE IN PERFORMING UPDATES. BOXED UP AND RETURNED PARTS TO CAT AND ENGINEERS. RETURNED PARTS NOT USED TO PARTS DEPT. AND PERFORMED PAPERWORK. 08/26 GATHERED PARTS AND LOADED IN TRUCK TO PERFORM UPDATES WITH ENGINEER. RESEARCHED AND LOCATED A PLACE TO ORDER REPAIR CEMENT FOR THE MACHINE'S FUEL TANK. 08/27 08/29 PERFORMED UPDATES WITH ENGINEER. REPLACED DASH PANELS WITH NEW STYLE. PULLED OIL SAMPLES AND SHIPPED. DOWNLOADED MACHINE STATUS AND HISTOGRAMS. REPLACED RUBBER GUARD UNDER LEFT FRONT</p>
08/30/2013	Service	1469	TRAVEL TO/FROM MACHINE	TRAVEL TO MACHINE
08/30/2013	Service	1469	TRAVEL TO/FROM MACHINE	

08/30/2013	Service	1469	INSPECT MACHINE	INSPECT MACHINE FOR THE MONTH OF AUGUST INSPECT MACHINE FOR THE MONTH OF AUGUST YNDATED AT 06/25/13 PERFORMED UPDATES ON MACHINE WITH ENGINEER. PERFORMED INSPECTION AND WENT OVER MACHINE. 07/29 TO 08/07 MACHINE WAS IN THE IRVING SHOP AND NUMEROUS UPDATES WERE PERFORMED UNDER THE SUPERVISION OF CAT ENGINEER. MACHINE WAS HAULED OUT TO JOBSITE AFTER THE UPDATES WERE PERFORMED AND WAS ASSEMBLED FOR OPERATION. WATCHED MACHINE RUN AND DOWNLOADED INFORMATION FROM MACHINE. 08/09 CLEANED THE SHOP FROM HAVING MACHINE IN PERFORMING UPDATES. BOXED UP AND RETURNED PARTS TO CAT AND ENGINEERS. RETURNED PARTS NOT USED TO PARTS DEPT. AND PERFORMED PAPERWORK. 08/26 GATHERED PARTS AND LOADED IN TRUCK TO PERFORM UPDATES WITH ENGINEER. RESEARCHED AND LOCATED A PLACE TO ORDER REPAIR CEMENT FOR THE MACHINES FUEL TANK. 08/27 08/29 PERFORMED UPDATES WITH ENGINEER. REPLACED DASH PANELS WITH NEW STYLE. PULLED OIL SAMPLES AND SHIPPED. DOWNLOADED MACHINE STATUS AND HISTOGRAMS. REPLACED RUBBER GUARD UNDER LEFT FRONT
08/30/2013	Service	1469	TRAVEL TO/FROM MACHINE	TRAVEL TO MACHINE
08/30/2013	Service	1469	TRAVEL TO/FROM MACHINE	
09/20/2013	Service	1547	PERFORM SERVICE ON 500 HR MNT SVR TIER 4	
09/20/2013	Service	1547	TRAVEL TO/FROM MACHINE	
09/20/2013	Service	1547	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION: ARGYLE TX SERVICE DATE: 9/10/13 TECHNICIAN: 1771 SEAT BELT INSTALL DATE: MARCH 12 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. MIRROR RIGHT SIDE OF MACHINE IS CRACKED 2. HYD HOSE BELOW WATER SEPARATOR FUEL FILTERS THE RUBBER IS COMING OFF AND THE WIRES IN THE HOSE ARE SHOWING MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
09/20/2013	Service	1547		
10/09/2013	Service	1630	INSPECT MACHINE	REPAIR PROCESS COMMENTS: 9/5/13 BRIAN SWEDLUND 1488 HRS WENT TO MACHINE BECAUSE ALARM WAS GOING OFF. FOUND THAT WIRES FOR SEAT BELT HARNESS WERE PULLED OUT. REPAIRED HARNESS. 9/9/13 ORDERED PARTS AND LOADED PARTS TO PREPARE FOR PERFORMING UPDATES WITH PETE. 9/10/13 SMU 1547 PERFORMED UPDATES AND MACHINE INSPECTION WITH PETE. 1500 HOUR PM ALSO PERFORMED. 9/11/13 TROUBLESHOOT STARTING PROBLEM WHEN MACHINE HOT. ORDERED PARTS TO REPAIR. 9/12/13 INSTALLED NEW SOLENOID SWITCH ON STARTER FOR STARTING PROBLEM. TESTED MACHINE AND REASSEMBLED EVERYTHING. WATCHED OPERATOR RUN MACHINE AND AND DOWNLOADED INFO AT THE END OF THE DAY. 9/13/13 INSTALLED ANOTHER SWITCH ON O/R STARTER AND BOXED UP STARTER AND RETURNED FOR CREDIT. RETURNED PARTS TO CAT AND FILLED OUT PAPERWORK. 9/24/13 1630 SMU WENT TO MACHINE AND PERFORMED UPDATES AND REPAIRS TO MACHINE WITH FIELD ENGINEER.
10/09/2013	Service	1630	TRAVEL TO/FROM MACHINE	
10/09/2013	Service	1630	TRAVEL TO/FROM MACHINE	

10/09/2013	Service	1630	INSPECT MACHINE	REPAIR PROCESS COMMENTS: 9/5/13 BRIAN SWEDLUND 1488 HRS WENT TO MACHINE BECAUSE ALARM WAS GOING OFF. FOUND THAT WIRES FOR SEAT BELT HARNESS WERE PULLED OUT. REPAIRED HARNESS. 9/9/13 ORDERED PARTS AND LOADED PARTS TO PREPARE FOR PERFORMING UPDATES WITH PETE. 9/10/13 SMU 1547 PERFORMED UPDATES AND MACHINE INSPECTION WITH PETE. 1500 HOUR PM ALSO PERFORMED. 9/11/13 TROUBLESHOOT STARTING PROBLEM WHEN MACHINE HOT. ORDERED PARTS TO REPAIR. 9/12/13 INSTALLED NEW SOLENOID SWITCH ON STARTER FOR STARTING PROBLEM. TESTED MACHINE AND REASSEMBLED EVERYTHING. WATCHED OPERATOR RUN MACHINE AND AND DOWNLOADED INFO AT THE END OF THE DAY. 9/13/13 INSTALLED ANOTHER SWITCH ON O/R STARTER AND BOXED UP STARTER AND RETURNED FOR CREDIT. RETURNED PARTS TO CAT AND FILLED OUT PAPERWORK. 9/24/13 1630 SMU WENT TO MACHINE AND PERFORMED UPDATES AND REPAIRS TO MACHINE WITH FIELD ENGINEER.
10/09/2013	Service	1630	TRAVEL TO/FROM MACHINE	
10/09/2013	Service	1630	TRAVEL TO/FROM MACHINE	
10/29/2013	Service	1807	INSPECT MACHINE	10/1 1690 HOURS VISITED MACHINE WITH BOYD AND MADE PLANS FOR VISITING MACHINE AND CUSTOMER WITH BOYD AND THE PRODUCT MANAGER THE NEXT DAY. 10/2 1693 HOURS. VISITED MACHINE WITH BOYD AND PRODUCT ENGINEER AND VISITED WITH OPERATOR AND FOREMAN. REPLACED RETURN HOSE FOR CUSHION HITCH VALVE. 10/4 PERFORMED PAPERWORK. RETURNED PARTS AND PACKED PARTS AND SENT BACK TO CAT. 10/10 1753 HOURS INSTALLED GRADE CONTROL ON MACHINE. 10/11 1754 HOURS. INSTALLED GRADE CONTROL AND SET UP GRADE CONTROL FOR JOB SITE. PERFORMED OPERATOR TRAINING. 10/15 1754 HOURS OBTAINED DOWNLOADS WITH BOYD AND WENT THROUGH UPDATES AND SUBMITTED PAPERWORK WITH BOYD. 10/17 LOOKED UP AND ORDERED PARTS FOR UPDATES THE NEXT WEEK. PICKED UP PARTS THAT HAD BEEN SHIPPED TO ME FROM CAT. 10/23 1798 HOURS PERFORMED TIER 4 UPDATES WITH BOYD AND SHAWN KNOX. 10/24 1806 HOURS PERFORMED TIER 4 UPDATES WITH BOYD. REPLACED TRANS DIPSTICK TUBE. INSTALLED CLAMPS AND BRACKET ABOVE TRANS HOUSING ON HOSE. REPLACED MIRROR. TROUBLESHOOT
10/29/2013	Service	1807	TRAVEL TO/FROM MACHINE	
10/29/2013	Service	1807	TRAVEL TO/FROM MACHINE	
10/29/2013	Service	1807	INSPECT MACHINE	10/1 1690 HOURS VISITED MACHINE WITH BOYD AND MADE PLANS FOR VISITING MACHINE AND CUSTOMER WITH BOYD AND THE PRODUCT MANAGER THE NEXT DAY. 10/2 1693 HOURS. VISITED MACHINE WITH BOYD AND PRODUCT ENGINEER AND VISITED WITH OPERATOR AND FOREMAN. REPLACED RETURN HOSE FOR CUSHION HITCH VALVE. 10/4 PERFORMED PAPERWORK. RETURNED PARTS AND PACKED PARTS AND SENT BACK TO CAT. 10/10 1753 HOURS INSTALLED GRADE CONTROL ON MACHINE. 10/11 1754 HOURS. INSTALLED GRADE CONTROL AND SET UP GRADE CONTROL FOR JOB SITE. PERFORMED OPERATOR TRAINING. 10/15 1754 HOURS OBTAINED DOWNLOADS WITH BOYD AND WENT THROUGH UPDATES AND SUBMITTED PAPERWORK WITH BOYD. 10/17 LOOKED UP AND ORDERED PARTS FOR UPDATES THE NEXT WEEK. PICKED UP PARTS THAT HAD BEEN SHIPPED TO ME FROM CAT. 10/23 1798 HOURS PERFORMED TIER 4 UPDATES WITH BOYD AND SHAWN KNOX. 10/24 1806 HOURS PERFORMED TIER 4 UPDATES WITH BOYD. REPLACED TRANS DIPSTICK TUBE. INSTALLED CLAMPS AND BRACKET ABOVE TRANS HOUSING ON HOSE. REPLACED MIRROR. TROUBLESHOOT
10/29/2013	Service	1807	TRAVEL TO/FROM MACHINE	
10/29/2013	Service	1807	TRAVEL TO/FROM MACHINE	

11/26/2013	Service	1950	INSPECT MACHINE	<p>11/19/13 SMU 1950 SVC TECH BRIAN SWEDLUND 1-- A 3748638 BRACKET WAS INSTALLED OVER THE HOSES ON THE FRONT RIGHT BOTTOM OF THE FUEL TANK. 2-- INSTALLED 3775780 HOSE ON TOP OF HITCH. ALSO INSTALLED NEW HARDER RUBBER HOSE MOUNTS ON TOP OF THE HITCH. OLD HOSE OUTER DIMENSION WAS-- 50.47MM NEW HOSE OUTER DIMENSION WAS-- 52.56MM PHOTOS WERE ALSO TAKEN AND E-MAILED TO BOYD 3-- INSTALLED NEW BRACKET ON MS992 ASSY. 4-- REPLACED SEAL MEASURE LOCATIONS IN R/H LIFT CYL</p> <p>MEASUREMENTS FOR TOP CAP PROTRUSION IN FOUR PLACES THAT FITS INTO TOP OF CYLINDER WERE-- 19.8MM, 19.6MM, 19.7MM, 19.8MM. MEASUREMENTS FOR INDENTION IN TOP OF CYL WHERE THE CAP FITS INTO IN FOUR PLACES WERE-- 20.3MM, 20.2MM, 20.3MM, 20.4MM. MEASUREMENTS FOR SEAL GROOVE DEPTH IN TOP OF CYL. IN FOUR PLACES WERE-- 1.82MM, 1.83MM, 1.80MM, 1.82MM. PHOTOS TAKEN AND SENT TO BOYD. 5-- TRIED TO REPLACE RADIATOR TANK ACCESS DOOR ON REAR HOOD. DID NOT FIT SO LATCH REMOVED TO KEEP FROM GETTING RIPPED OFF. PHOTOS SENT TO BOYD. 6--</p>
11/26/2013	Service	1950	TRAVEL TO/FROM MACHINE	
11/26/2013	Service	1950	TRAVEL TO/FROM MACHINE	
11/26/2013	Service	1950	INSPECT MACHINE	<p>11/19/13 SMU 1950 SVC TECH BRIAN SWEDLUND 1-- A 3748638 BRACKET WAS INSTALLED OVER THE HOSES ON THE FRONT RIGHT BOTTOM OF THE FUEL TANK. 2-- INSTALLED 3775780 HOSE ON TOP OF HITCH. ALSO INSTALLED NEW HARDER RUBBER HOSE MOUNTS ON TOP OF THE HITCH. OLD HOSE OUTER DIMENSION WAS-- 50.47MM NEW HOSE OUTER DIMENSION WAS-- 52.56MM PHOTOS WERE ALSO TAKEN AND E-MAILED TO BOYD 3-- INSTALLED NEW BRACKET ON MS992 ASSY. 4-- REPLACED SEAL MEASURE LOCATIONS IN R/H LIFT CYL</p> <p>MEASUREMENTS FOR TOP CAP PROTRUSION IN FOUR PLACES THAT FITS INTO TOP OF CYLINDER WERE-- 19.8MM, 19.6MM, 19.7MM, 19.8MM. MEASUREMENTS FOR INDENTION IN TOP OF CYL WHERE THE CAP FITS INTO IN FOUR PLACES WERE-- 20.3MM, 20.2MM, 20.3MM, 20.4MM. MEASUREMENTS FOR SEAL GROOVE DEPTH IN TOP OF CYL. IN FOUR PLACES WERE-- 1.82MM, 1.83MM, 1.80MM, 1.82MM. PHOTOS TAKEN AND SENT TO BOYD. 5-- TRIED TO REPLACE RADIATOR TANK ACCESS DOOR ON REAR HOOD. DID NOT FIT SO LATCH REMOVED TO KEEP FROM GETTING RIPPED OFF. PHOTOS SENT TO BOYD. 6--</p>
11/26/2013	Service	1950	TRAVEL TO/FROM MACHINE	
11/26/2013	Service	1950	TRAVEL TO/FROM MACHINE	
12/20/2013	Service	1950	INSPECT MACHINE	<p>11/25 1956 HOURS WENT TO MACHINE AND WALKED TO IT BECAUSE TOO MUDDY TO DRIVE TRUCK TO IT. INSTALLED NEW ALT BELT AND INSTALLED ENGINE EMISSION STICKERS. 12/2 TOOK PARTS TO IRVING AND ORDERED PARTS TO PREPARE FOR MACHINE TO GET UPDATES PERFORMED ON IT. 12/13 WENT OUT TO MACHINE TO PULL INTAKE AND EXHAUST FROM REAR ENGINE TO SHIP TO SHOP. HAD TO WAIT TILL CUSTOMER GOT MACHINE UNSTUCK FROM JOB SITE AND BROUGHT TO EDGE OF JOB. REMOVED ITEMS AND PREPARED MACHINE TO BE SHIPPED TO IRVING. 12/16 WENT TO LEWISVILLE TO PICK UP PARTS THAT HAD BEEN SHIPPED FROM CAT. PARTS THAT WERE SUPPOSED TO BE THERE HAD NOT ARRIVED YET. MACHINE AT INDEPENDENCE AND CUSTER IN FRISCO</p>
12/20/2013	Service	1950	TRAVEL TO/FROM MACHINE	
12/20/2013	Service	1950	TRAVEL TO/FROM MACHINE	
12/20/2013	Service	1950	INSPECT MACHINE	<p>11/25 1956 HOURS WENT TO MACHINE AND WALKED TO IT BECAUSE TOO MUDDY TO DRIVE TRUCK TO IT. INSTALLED NEW ALT BELT AND INSTALLED ENGINE EMISSION STICKERS. 12/2 TOOK PARTS TO IRVING AND ORDERED PARTS TO PREPARE FOR MACHINE TO GET UPDATES PERFORMED ON IT. 12/13 WENT OUT TO MACHINE TO PULL INTAKE AND EXHAUST FROM REAR ENGINE TO SHIP TO SHOP. HAD TO WAIT TILL CUSTOMER GOT MACHINE UNSTUCK FROM JOB SITE AND BROUGHT TO EDGE OF JOB. REMOVED ITEMS AND PREPARED MACHINE TO BE SHIPPED TO IRVING. 12/16 WENT TO LEWISVILLE TO PICK UP PARTS THAT HAD BEEN SHIPPED FROM CAT. PARTS THAT WERE SUPPOSED TO BE THERE HAD NOT ARRIVED YET. MACHINE AT INDEPENDENCE AND CUSTER IN FRISCO</p>

12/20/2013	Service	1950	TRAVEL TO/FROM MACHINE	
12/20/2013	Service	1950	TRAVEL TO/FROM MACHINE	
12/31/2013	Service	1973	PERFORM SERVICE ON 2000 HR MNT SVR TIER 4	
12/31/2013	Service	1973	TRAVEL TO/FROM MACHINE	
12/31/2013	Service	1973	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:IRVING,TEXAS SERVICE DATE: 12-27-2013 TECHNICIAN:LEO NAFFARRATTE SEAT BELT INSTALL DATE:APR 13 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** FRONT DIFF & R/S FINAL OIL WERE CHANGED PRIOR TO 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.
12/31/2013	Service	1973		
01/30/2014	Service	1980	INSPECT MACHINE	12/18/13 - 12/31/13 WASHED MACHINE AND PERFORMED LIST OF UPDATES AND INSPECTIONS WITH ENGINEERS. ALSO SCHEDULED TRAVIS WITH SITECH AND PERFORMED MACHINE CALIBRATIONS AND MEASURE UP OF THE CAT GRADE CONTROL. ALSO PERFORMED 2000 HOUR PM ON MACHINE WHILE IT WAS IN THE YARD. RAN MACHINE AND TESTED PERFORMANCE AND CHECKED FOR ANY LEAKS. PREPARED MACHINE TO BE SHIPPED BACK TO CUSTOMER. HERE IS A SUMMARY OF SOME OF THE THINGS WE DID WHILE WTC102 WAS IN THE IRVING SHOP: 1- MACHINE REQUIRED A CONSIDERABLE AMOUNT OF CLEANING. 2- DISASSEMBLED THE MACHINE AND PERFORMED MEASUREMENTS AND INSPECTION OF WHEEL SPEED SENSOR ON R/H SIDE OF MACHINE. REASSEMBLED MACHINE. 3- PERFORMED UPDATES TO FRONT FENDERS WITH SUPPLIED PARTS. SOME MODIFICATIONS TO THE PARTS WERE REQUIRED. NEED ADDRESS TO SHIP BACK EXTRA PARTS. 4- SHUNT TANK AND LINES UPDATE WAS PERFORMED. 5- PERFORMED 2000 HOUR PM. 6- FLASHED SOFTWARE AND CAPTURED DOWNLOADS. PERFORMED SENSOR CALIBRATION. 7- PERFORMED PROCESS TO REMOVE CROSSTHREADED BOLT
01/30/2014	Service	1980	TRAVEL TO/FROM MACHINE	
01/30/2014	Service	1980	TRANSPORT MACHINE	
01/30/2014	Service	1980	TRAVEL TO/FROM MACHINE	
01/30/2014	Service	1980	INSPECT MACHINE	12/18/13 - 12/31/13 WASHED MACHINE AND PERFORMED LIST OF UPDATES AND INSPECTIONS WITH ENGINEERS. ALSO SCHEDULED TRAVIS WITH SITECH AND PERFORMED MACHINE CALIBRATIONS AND MEASURE UP OF THE CAT GRADE CONTROL. ALSO PERFORMED 2000 HOUR PM ON MACHINE WHILE IT WAS IN THE YARD. RAN MACHINE AND TESTED PERFORMANCE AND CHECKED FOR ANY LEAKS. PREPARED MACHINE TO BE SHIPPED BACK TO CUSTOMER. HERE IS A SUMMARY OF SOME OF THE THINGS WE DID WHILE WTC102 WAS IN THE IRVING SHOP: 1- MACHINE REQUIRED A CONSIDERABLE AMOUNT OF CLEANING. 2- DISASSEMBLED THE MACHINE AND PERFORMED MEASUREMENTS AND INSPECTION OF WHEEL SPEED SENSOR ON R/H SIDE OF MACHINE. REASSEMBLED MACHINE. 3- PERFORMED UPDATES TO FRONT FENDERS WITH SUPPLIED PARTS. SOME MODIFICATIONS TO THE PARTS WERE REQUIRED. NEED ADDRESS TO SHIP BACK EXTRA PARTS. 4- SHUNT TANK AND LINES UPDATE WAS PERFORMED. 5- PERFORMED 2000 HOUR PM. 6- FLASHED SOFTWARE AND CAPTURED DOWNLOADS. PERFORMED SENSOR CALIBRATION. 7- PERFORMED PROCESS TO REMOVE CROSSTHREADED BOLT
01/30/2014	Service	1980	TRAVEL TO/FROM MACHINE	
01/30/2014	Service	1980	TRAVEL TO/FROM MACHINE	
01/30/2014	Service	1980	TRANSPORT MACHINE	
02/27/2014	Service	2294	INSPECT MACHINE	JAN 28-30 BOYD WAS IN TOWN FOR UPDATE VISIT ON MACHINE PERFORMED UPDATES AS PER LIST BOYD HAD. INSPECTED MACHINE AND PERFORMED UPDATES JAN 31 CAP ON FRONT DIFF TANK KEPT FALLING OFF. IN ORDER TO PREVENT CONTAMINATION FROM ENTERING TANK A NEW CAP WAS PURCHASED AND REPLACED ON THE TANK. FEB 10-14 ARIC IN TOWN FOR GRADE CONTROL TRAINING AND FENDER PROOF TESTING. ALSO PERFORMED SOME UPDATES ON MACHINE AT THAT TIME. IRVING TO LEBANON AND ABERDEEN, THE COLONY, TX

02/27/2014	Service	2294	TRAVEL TO/FROM MACHINE	
02/27/2014	Service	2294	FABRICATE MISCELLANEOUS ITEMS	1/30/14- DREW OUT BLUEPRINTS ON 3/8 PLATE FOR THE BRACKET THAT NEEDED TO BE FABRICATED. ONCE DRAWN I DOUBLE CHECKED MY MEASUREMENTS AND BEGAN TO CUT THE BRACKET. CLEANED OFF THE SIDES WITH A GRINDER AND GRINDED ANY SHARP EDGE. FINALLY THE THREE HOLES WERE DRILLED THEN CLEANED UP MY AREA. MARCO MARTINEZ*****
02/27/2014	Service	2294	TRAVEL TO/FROM MACHINE	
02/27/2014	Service	2294	INSPECT MACHINE	JAN 28-30 BOYD WAS IN TOWN FOR UPDATE VISIT ON MACHINE PERFORMED UPDATES AS PER LIST BOYD HAD. INSPECTED MACHINE AND PERFORMED UPDATES JAN 31 CAP ON FRONT DIFF TANK KEPT FALLING OFF. IN ORDER TO PREVENT CONTAMINATION FROM ENTERING TANK A NEW CAP WAS PURCHASED AND REPLACED ON THE TANK. FEB 10-14 ARIC IN TOWN FOR GRADE CONTROL TRAINING AND FENDER PROOF TESTING. ALSO PERFORMED SOME UPDATES ON MACHINE AT THAT TIME. IRVING TO LEBANON AND ABERDEEN, THE COLONY, TX
02/27/2014	Service	2294	TRAVEL TO/FROM MACHINE	
02/27/2014	Service	2294	TRAVEL TO/FROM MACHINE	
02/27/2014	Service	2294	FABRICATE MISCELLANEOUS ITEMS	1/30/14- DREW OUT BLUEPRINTS ON 3/8 PLATE FOR THE BRACKET THAT NEEDED TO BE FABRICATED. ONCE DRAWN I DOUBLE CHECKED MY MEASUREMENTS AND BEGAN TO CUT THE BRACKET. CLEANED OFF THE SIDES WITH A GRINDER AND GRINDED ANY SHARP EDGE. FINALLY THE THREE HOLES WERE DRILLED THEN CLEANED UP MY AREA. MARCO MARTINEZ*****
03/07/2014	Service	2280	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. INDICATIONS WERE PRESENT ON ONE SIDE. THE RH SIDE HAD AN APPROX 30" CRACK. REMOVE THE CRACK AND WELD WITH A GRINDER. WELD THE AREAS WHERE THE WELD WAS REMOVED WITH 7018 1/8" WELDING ROD. RETEST THE WELD. PRIME AND PAINT THE REPAIRED 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 CRACKED, THE WELD WAS GROUND OUT AND REWELDED. THE WELDS WERE PAINTED AND THE PLASTIC COVER INSTALLED. SERVICE TECH. 4012 D.HOLLIGER IRVING TO FRISCO, TX
03/07/2014	Service	2280	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. INDICATIONS WERE PRESENT ON ONE SIDE. THE RH SIDE HAD AN APPROX 30" CRACK. REMOVE THE CRACK AND WELD WITH A GRINDER. WELD THE AREAS WHERE THE WELD WAS REMOVED WITH 7018 1/8" WELDING ROD. RETEST THE WELD. PRIME AND PAINT THE REPAIRED 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 CRACKED, THE WELD WAS GROUND OUT AND REWELDED. THE WELDS WERE PAINTED AND THE PLASTIC COVER INSTALLED. SERVICE TECH. 4012 D.HOLLIGER IRVING TO FRISCO, TX

03/21/2014	Service	2301	REMOVE AND INSTALL CLEAN EMISSIONS MODULE	02/25-26/2014 SMU 2301 SVC TECH 4344 WENT TO LEWISVILLE STORE AND LOADED NEW DOWNSIZED SCR WENT TO MACHINE AND REMOVED ALL GUARDS AROUND CEM PACKAGE. REMOVED PACKAGE FROM THE MACHINE. REMOVED OLD SCR AND REPLACED IT WITH NEW SCR. INSTALLED CEM PACKAGE BACK IN MACHINE AND HOOKED ALL UP. HAD AN ACTIVE CODE AFTERWARD. WHILE TROUBLESHOOTING CODE THE 40 PIN HARNESS AT THE CEM WAS UNPLUGGED WHILE THE IGNITION KEY WAS ON. THIS CREATED A BUNDLE OF CODES. SOME OF WHICH COULD NOT BE CLEARED AFTER HARNESS WAS PLUGGED BACK IN AND A KEY CYCLE WAS PERFORMED. HAD TO GET WITH SHAWN KNOX FOR NUMEROUS PASSWORDS TO CLEAN UP THE SYSTEM. AFTER THIS THE CODE WAS TROUBLESHOT AND FOUND THAT A WIRE WAS BROKEN ON THE CEM SIDE OF THE 40 PIN HARNESS DURING ASSY AND DISASSEMBLY. REPAIRED THE BROKEN WIRE AND CLEARED THE CODE. RAN MACHINE AND PERFORMED AFTERTREATMENT FUNCTION-ALITY TEST. ALLOWED MACHINE TO COMPLETE A REGEN CYCLE. INSTALLED ALL THE GUARDS BACK ON THE MACHINE AND DOWNLOADED STATUS REPORT AND P
03/21/2014	Service	2301	TRAVEL TO/FROM MACHINE	
03/21/2014	Service	2301	TRAVEL TO/FROM MACHINE	
03/21/2014	Service	2301	REMOVE AND INSTALL CLEAN EMISSIONS MODULE	02/25-26/2014 SMU 2301 SVC TECH 4344 WENT TO LEWISVILLE STORE AND LOADED NEW DOWNSIZED SCR WENT TO MACHINE AND REMOVED ALL GUARDS AROUND CEM PACKAGE. REMOVED PACKAGE FROM THE MACHINE. REMOVED OLD SCR AND REPLACED IT WITH NEW SCR. INSTALLED CEM PACKAGE BACK IN MACHINE AND HOOKED ALL UP. HAD AN ACTIVE CODE AFTERWARD. WHILE TROUBLESHOOTING CODE THE 40 PIN HARNESS AT THE CEM WAS UNPLUGGED WHILE THE IGNITION KEY WAS ON. THIS CREATED A BUNDLE OF CODES. SOME OF WHICH COULD NOT BE CLEARED AFTER HARNESS WAS PLUGGED BACK IN AND A KEY CYCLE WAS PERFORMED. HAD TO GET WITH SHAWN KNOX FOR NUMEROUS PASSWORDS TO CLEAN UP THE SYSTEM. AFTER THIS THE CODE WAS TROUBLESHOT AND FOUND THAT A WIRE WAS BROKEN ON THE CEM SIDE OF THE 40 PIN HARNESS DURING ASSY AND DISASSEMBLY. REPAIRED THE BROKEN WIRE AND CLEARED THE CODE. RAN MACHINE AND PERFORMED AFTERTREATMENT FUNCTION-ALITY TEST. ALLOWED MACHINE TO COMPLETE A REGEN CYCLE. INSTALLED ALL THE GUARDS BACK ON THE MACHINE AND DOWNLOADED STATUS REPORT AND P
03/21/2014	Service	2301	TRAVEL TO/FROM MACHINE	
03/21/2014	Service	2301	TRAVEL TO/FROM MACHINE	
03/31/2014	Service	2416	INSPECT MACHINE	3/05-3/14 1- TROUBLESHOOT CUSHION HITCH DOES NOT WORK. REPLACED 333-8242 SOLENOID TO REPAIR HITCH. 2- REPLACED RUBBER BAFFLE UNDER L/H FENDER TO PREVENT DAMAGE TO TRANS COMPONENTS. 3- TROUBLESHOOT SEAT. COULD NOT SEE ANY PHYSICAL REASON FOR CODES LOGGING AND SEAT SUSPENSION NOT WORKING PROPERLY. FOUND 7G1060 GROUND STRAP IS BROKEN. ALSO FOUND WHAT WAS LEFT OF OPERATORS MOBILE PHONE WHICH HAD GOTTEN INTO SEAT SUSPENSION AND WAS BEAT TO PIECES. ORDERED A NEW GROUND STRAP. ALSO PLACED AN ORDER FOR ONE 424-6942 SUSPENSION GROUP TO BE INSTALLED ON ONE OF THE MACHINES. 4- RESEALED OVERFLOW VALVE ON FUEL TANK TO REPAIR FUEL LEAK. 5- DOWNLOADED STATUS REPORT AND SENT TO BOYD. 3-10 - 3-14 BOYD IN TOWN, PERFORMED UPDATES AS PER HIS LIST TROUBLESHOOT PROBLEMS WITH DATA LINK BETWEEN FRONT ENGINE AND AFTERTREATMENT ECMS 2/24 2294 HRS REPAIR LEAK ON TUBE ON HYD PUMP, INSTALLED SOS ATTACHMENT ON BACK OF HYD TANK. INSTALLED DYE IN HYD SYSTEM, 2/27 UNLOADED SCR AND PUT INTO STORAGE FOR LATER
03/31/2014	Service	2416	TRAVEL TO/FROM MACHINE	
03/31/2014	Service	2416	TRAVEL TO/FROM MACHINE	

03/31/2014	Service	2416	INSPECT MACHINE	3/05-3/14 1- TROUBLESHOOT CUSHION HITCH DOES NOT WORK. REPLACED 333-8242 SOLENOID TO REPAIR HITCH. 2- REPLACED RUBBER BAFFLE UNDER L/H FENDER TO PREVENT DAMAGE TO TRANS COMPONENTS. 3- TROUBLESHOOT SEAT. COULD NOT SEE ANY PHYSICAL REASON FOR CODES LOGGING AND SEAT SUSPENSION NOT WORKING PROPERLY. FOUND 7G1060 GROUND STRAP IS BROKEN. ALSO FOUND WHAT WAS LEFT OF OPERATORS MOBILE PHONE WHICH HAD GOTTEN INTO SEAT SUSPENSION AND WAS BEAT TO PIECES. ORDERED A NEW GROUND STRAP. ALSO PLACED AN ORDER FOR ONE 424-6942 SUSPENSION GROUP TO BE INSTALLED ON ONE OF THE MACHINES. 4- RESEALED OVERFLOW VALVE ON FUEL TANK TO REPAIR FUEL LEAK. 5- DOWNLOADED STATUS REPORT AND SENT TO BOYD. 3-10 - 3-14 BOYD IN TOWN, PERFORMED UPDATES AS PER HIS LIST TROUBLESHOOT PROBLEMS WITH DATA LINK BETWEEN FRONT ENGINE AND AFTERTREATMENT ECMS 2/24 2294 HRS REPAIR LEAK ON TUBE ON HYD PUMP, INSTALLED SOS ATTACHMENT ON BACK OF HYD TANK. INSTALLED DYE IN HYD SYSTEM, 2/27 UNLOADED SCR AND PUT INTO STORAGE FOR LATER
				3
03/31/2014	Service	2416	TRAVEL TO/FROM MACHINE	
03/31/2014	Service	2416	TRAVEL TO/FROM MACHINE	
04/15/2014	Service	2569	PERFORM SERVICE ON 500 HR MNT SVR TIER 4	
04/15/2014	Service	2569	TRAVEL TO/FROM MACHINE	
04/15/2014	Service	2569	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION: PROSPER TX SERVICE DATE: 4/10/14 TECHNICIAN: 1771 SEAT BELT INSTALL DATE: APRIL 13 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. SMALL OIL LEAK BY THE ENG FILTER. 2. PRIME FUEL FILTERS FOUR TIMES AS REQUESTED BY BRYAN MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
04/15/2014	Service	2569		
04/30/2014	Service	2663	INSPECT MACHINE	03/31/14 2505 HRS EMP 4344 DOWNLOAD REPORTS, INSPECT MACHINE, FOUND DOME LIGHT INOP, GUARD UNDER CAB DAMAGED, SUBMITTED A REPORT TO BOYD. 4/3/14 ORDERED PARTS FOR NEXT VISIT TO MACHINE AND PERFORMED PAPERWORK. 4/9-4/10/14 2563 HOURS PICK UP PARTS AT LEWISVILLE STORE. WENT TO MACHINE AND PERFORMED UPDATES WITH ARIC TROLL. OBSERVED 500 HOUR PM AT THE SAME TIME. 1- ORDERED CABLE FOR HOCKEY PUCK. 2- INSPECTED STEERING COLUMN OPERATION. ALL OK 3- INSPECTED BLOCKS ON L/H FENDER SUPPORT. FOUND WELDS TO BE CRACKED. 4- NO DYE SHOWING IN TRANS OIL. 5- NO CAB DAMAGE ON L/H SIDE AND DOES NOT HIT WHEN STEERING TO THE LEFT. 6- REPAIRED DOME LIGHT IN CAB. 7- CAB RADIO HAS SCREEN CRACKED BUT STILL WORKS JUST CANT SEE THE DISPLAY. 8- CABLE TORN OFF HOCKEY PUCK. 9- REPLACED PLASTIC GUARD UNDER CAB. 4/14/14 2585 HRS CUSHION HITCH ACTING UP OVER THE WEEKEND. PEFORMED TROUBLESHOOTING BUT CODE WAS NOT ACTIVE. THE CUSHION HITCH WAS NOT WORKING ON SAT. OR FRIDAY EVENING. WHEN I WENT OUT THE
04/30/2014	Service	2663	TRAVEL TO/FROM MACHINE	
04/30/2014	Service	2663	TRAVEL TO/FROM MACHINE	

04/30/2014	Service	2663	INSPECT MACHINE	03/31/14 2505 HRS EMP 4344 DOWNLOAD REPORTS, INSPECT MACHINE, FOUND DOME LIGHT INOP, GUARD UNDER CAB DAMAGED, SUBMITTED A REPORT TO BOYD. 4/3/14 ORDERED PARTS FOR NEXT VISIT TO MACHINE AND PERFORMED PAPERWORK. 4/9-4/10/14 2563 HOURS PICK UP PARTS AT LEWISVILLE STORE. WENT TO MACHINE AND PERFORMED UPDATES WITH ARIC TROLL. OBSERVED 500 HOUR PM AT THE SAME TIME. 1- ORDERED CABLE FOR HOCKEY PUCK. 2- INSPECTED STEERING COLUMN OPERATION. ALL OK 3- INSPECTED BLOCKS ON L/H FENDER SUPPORT. FOUND WELDS TO BE CRACKED. 4- NO DYE SHOWING IN TRANS OIL. 5- NO CAB DAMAGE ON L/H SIDE AND DOES NOT HIT WHEN STEERING TO THE LEFT. 6- REPAIRED DOME LIGHT IN CAB. 7- CAB RADIO HAS SCREEN CRACKED BUT STILL WORKS JUST CANT SEE THE DISPLAY. 8- CABLE TORN OFF HOCKEY PUCK. 9- REPLACED PLASTIC GUARD UNDER CAB. 4/14/14 2585 HRS CUSHION HITCH ACTING UP OVER THE WEEKEND. PEFORMED TROUBLESHOOTING BUT CODE WAS NOT ACTIVE. THE CUSHION HITCH WAS NOT WORKING ON SAT. OR FRIDAY EVENING. WHEN I WENT OUT THE
04/30/2014	Service	2663	TRAVEL TO/FROM MACHINE	
04/30/2014	Service	2663	TRAVEL TO/FROM MACHINE	
05/16/2014	Service	2792	PERFORM SERVICE ON 250 HR MNT SVR TIER 4	CHANGE ENGINE OIL AND FILTER PLUS FUEL FILTERS BOTH ENGINES,AS PER BRIAN SWEDLEND.
05/16/2014	Service	2792	TRAVEL TO/FROM MACHINE	
05/16/2014	Service	2792	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCACION: FRISCO TX SERVICE DATE: 5/15/14 TECHNICIAN: 1771 SEAT BELT INSTALL DATE: APRIL 13 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. CHANGED ENG OIL AND FILTER, ALSO CHANGED FUEL FILTERS AS REQUESTED BY BRIAN 2. FRONT ENG VALVE COVER HAS SMALL OIL LEAKS MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
05/16/2014	Service	2792		
05/31/2014	Service	2783	INSPECT MACHINE	5/7 2761 HOURS 1- WAS AN ANTIFREEZE LEAK ON THE HOSE UNDER THE COOLANT BOTTLE. REPOSITIONED THE CLAMP AND RETIGHTENED. THE CLAMP HAD RELAXED OVER TIME. 2- CUSHION HITCH WAS NOT WORKING AGAIN DUE TO SOLENOID FAILURE. REPLACED SOLENOID. WAITING FOR NEW VALVE. EST SHIP DATE NOW JUNE 10TH. 3- OIL LEAK FROM BELLY PAN. REMOVED BELLY PANS AND FOUND STARTER MOUNTING WAS COMING LOOSE. RESEALED STARTER AND RETORQUED STARTER MOUNTING BOLTS. INSTALLED PANS 4- TALKED TO EDUARDO ABOUT TSR ETC. REPORT ON SEPARATE E-MAIL 5- FOUND DIRT FLAP IN FRONT OF R/H FRONT TIRE IS STUCK UP IN THE AIR AND RUBS ON TIRE. MAY NEED TO ORDER ONE. 6- CAPTURED DOWNLOADS AND CLEARED CODES THAT DID NOT NEED PASSWORDS. 5/13-14 2783 HOURS PERFORMED VALVE ADJUSTMENT WITH SHAWN KNOX AND ALSO SOME UPDATES ON MACHINE. A PM WAS PERFORMED ON THE ENGINES AFTER WORK WAS DONE. SHAWN TOOK BACK DOWNLOADS AND INFO FROM THE TRIP WITH HIM. IRVING TO STONEBROOK AND 423, LITTLE ELM TX
05/31/2014	Service	2783	TRAVEL TO/FROM MACHINE	
05/31/2014	Service	2783	TRAVEL TO/FROM MACHINE	

05/31/2014	Service	2783	INSPECT MACHINE	5/7 2761 HOURS 1-WAS AN ANTIFREEZE LEAK ON THE HOSE UNDER THE COOLANT BOTTLE. REPOSITIONED THE CLAMP AND RETIGHTENED. THE CLAMP HAD RELAXED OVER TIME. 2-CUSHION HITCH WAS NOT WORKING AGAIN DUE TO SOLENOID FAILURE. REPLACED SOLENOID. WAITING FOR NEW VALVE. EST SHIP DATE NOW JUNE 10TH. 3-OIL LEAK FROM BELLY PAN. REMOVED BELLY PANS AND FOUND STARTER MOUNTING WAS COMING LOOSE. RESEALED STARTER AND RETORQUED STARTER MOUNTING BOLTS. INSTALLED PANS 4-TALKED TO EDUARDO ABOUT TSR ETC. REPORT ON SEPARATE E-MAIL 5- FOUND DIRT FLAP IN FRONT OF R/H FRONT TIRE IS STUCK UP IN THE AIR AND RUBS ON TIRE. MAY NEED TO ORDER ONE. 6- CAPTURED DOWNLOADS AND CLEARED CODES THAT DID NOT NEED PASSWORDS. 5/13-14 2783 HOURS PERFORMED VALVE ADJUSTMENT WITH SHAWN KNOX AND ALSO SOME UPDATES ON MACHINE. A PM WAS PERFORMED ON THE ENGINES AFTER WORK WAS DONE. SHAWN TOOK BACK DOWNLOADS AND INFO FROM THE TRIP WITH HIM. IRVING TO STONEBROOK AND 423, LITTLE ELMTX
05/31/2014	Service	2783	TRAVEL TO/FROM MACHINE	
05/31/2014	Service	2783	TRAVEL TO/FROM MACHINE	
06/29/2014	Service	3010	INSPECT MACHINE	6/5 2919 HOURS 1-R/H ARMREST CAME OFF SEAT. TRIED TO BUY HARDWARE BUT COULD NOT FIND SOME OF THE SPACERS AND HARDWARE ON SIS. WAS ABLE TO FIND HARDWARE ON MY TRUCK TO INSTALL FOR THE TIME BEING. 2-REPLACED CUSHION HITCH CONTROL VALVE WITH NEW CONTROL VALVE. TESTED OPERATION AND ALL GOOD AT THIS TIME. 3-REPLACED APRON RELIEF VALVE WITH ONE SUPPLIED BY CAT 4-TOOK PICS OF HEAT TAPE ON REAR TRANS TANK AND SENT TO BOYD. 5-FOUND 3 OF 4 BOLTS BROKE OFF HOLDING BOTTOM MOUNTING BRACKET FOR L/H FENDER. 6-DOWNLOADED MSR AND PROGNOSTICS AND SENT TO BOYD. 7-FOUND BRAKE FILTER BYPASS SWITCH STILL LOGGING CODES IN ET 8-CLEARED CODES FROM ECM'S 6/09 ORDERED LIST OF PARTS FOR MACHINE AS DISCUSSED WITH BOYD. SHIPPED SOME OLD PARTS TO BOYD. 6/16-17 2972 HOURS CUSTOMER CALLED AND SAID MACHINE HAD A HYDRAULIC LEAK. WENT TO MACHINE AND FOUND 441-0728 TUBE OFF OF CUSHION HITCH VALVE HAD BROKEN A SUPPORT BRACKET ON THE BOTTOM AND THE VIBRATION FROM THE MISSING BRACKET HAD CAUSED THE TUBE TO BREAK. ORDERED
06/29/2014	Service	3010	TRAVEL TO/FROM MACHINE	
06/29/2014	Service	3010	TRAVEL TO/FROM MACHINE	
06/29/2014	Service	3010	INSPECT MACHINE	6/5 2919 HOURS 1-R/H ARMREST CAME OFF SEAT. TRIED TO BUY HARDWARE BUT COULD NOT FIND SOME OF THE SPACERS AND HARDWARE ON SIS. WAS ABLE TO FIND HARDWARE ON MY TRUCK TO INSTALL FOR THE TIME BEING. 2-REPLACED CUSHION HITCH CONTROL VALVE WITH NEW CONTROL VALVE. TESTED OPERATION AND ALL GOOD AT THIS TIME. 3-REPLACED APRON RELIEF VALVE WITH ONE SUPPLIED BY CAT 4-TOOK PICS OF HEAT TAPE ON REAR TRANS TANK AND SENT TO BOYD. 5-FOUND 3 OF 4 BOLTS BROKE OFF HOLDING BOTTOM MOUNTING BRACKET FOR L/H FENDER. 6-DOWNLOADED MSR AND PROGNOSTICS AND SENT TO BOYD. 7-FOUND BRAKE FILTER BYPASS SWITCH STILL LOGGING CODES IN ET 8-CLEARED CODES FROM ECM'S 6/09 ORDERED LIST OF PARTS FOR MACHINE AS DISCUSSED WITH BOYD. SHIPPED SOME OLD PARTS TO BOYD. 6/16-17 2972 HOURS CUSTOMER CALLED AND SAID MACHINE HAD A HYDRAULIC LEAK. WENT TO MACHINE AND FOUND 441-0728 TUBE OFF OF CUSHION HITCH VALVE HAD BROKEN A SUPPORT BRACKET ON THE BOTTOM AND THE VIBRATION FROM THE MISSING BRACKET HAD CAUSED THE TUBE TO BREAK. ORDERED
06/29/2014	Service	3010	TRAVEL TO/FROM MACHINE	
06/29/2014	Service	3010	TRAVEL TO/FROM MACHINE	

07/31/2014	Service	3157	INSPECT MACHINE	7/3, 7/7 REAR EJECTOR DOOR MEASUREMENTS WERE PERFORMED ON WTC 102 AND SEVERAL OTHER OF THE CUSTOMER 627H MACHINES TO GET AN IDEA OF THE WEAR AND PROBLEMS. 7/9-10 3110 HOURS MACHINE HAD A HYD OIL LEAK. FOUND THAT APRON CYL HOSE (355-4389) HAD SPLIT AND WAS LEAKING. ORDERED HOSE AND WENT BACK TO MACHINE AND INSTALLED. CHECKED OVER FOR OPERATION AND LEAKS. 7-10 3157 HOURS MACHINE WOULD NOT MOVE OR HAVE ANY ENGINE DRIVEN FUNCTIONS FROM THE FRONT ENGINE. TROUBLESHOT AND FOUND THE DRIVESHAFT FROM ENGINE TO TRANS WAS NOT TURNING. REMOVED DRIVE BOX FROM REAR OF ENGINE. FOUND STUBSHAFT SPLINES WERE STRIPPED OUT WHERE THE DRIVESHAFT SPLINES IN. 7-25 REBUILT THE DIVE BOX FOR THE BACK OF THE ENGINE RESEALED REBEARING AND REPLACE STUB DRIVE HUB. 7-29 TO 31 BOYD IN TOWN. INSTALLED DRIVE BOX AND PERFORMED UPDATES ON MACHINE. INSTALLED FENDER UPDATES. IRVING TO EXCHANGE AND BRAE CENTRAL ALLEN, TX
07/31/2014	Service	3157	TRAVEL TO/FROM MACHINE	
07/31/2014	Service	3157	TRAVEL TO/FROM MACHINE	
07/31/2014	Service	3157	INSPECT MACHINE	7/3, 7/7 REAR EJECTOR DOOR MEASUREMENTS WERE PERFORMED ON WTC 102 AND SEVERAL OTHER OF THE CUSTOMER 627H MACHINES TO GET AN IDEA OF THE WEAR AND PROBLEMS. 7/9-10 3110 HOURS MACHINE HAD A HYD OIL LEAK. FOUND THAT APRON CYL HOSE (355-4389) HAD SPLIT AND WAS LEAKING. ORDERED HOSE AND WENT BACK TO MACHINE AND INSTALLED. CHECKED OVER FOR OPERATION AND LEAKS. 7-10 3157 HOURS MACHINE WOULD NOT MOVE OR HAVE ANY ENGINE DRIVEN FUNCTIONS FROM THE FRONT ENGINE. TROUBLESHOT AND FOUND THE DRIVESHAFT FROM ENGINE TO TRANS WAS NOT TURNING. REMOVED DRIVE BOX FROM REAR OF ENGINE. FOUND STUBSHAFT SPLINES WERE STRIPPED OUT WHERE THE DRIVESHAFT SPLINES IN. 7-25 REBUILT THE DIVE BOX FOR THE BACK OF THE ENGINE RESEALED REBEARING AND REPLACE STUB DRIVE HUB. 7-29 TO 31 BOYD IN TOWN. INSTALLED DRIVE BOX AND PERFORMED UPDATES ON MACHINE. INSTALLED FENDER UPDATES. IRVING TO EXCHANGE AND BRAE CENTRAL ALLEN, TX
07/31/2014	Service	3157	TRAVEL TO/FROM MACHINE	
07/31/2014	Service	3157	TRAVEL TO/FROM MACHINE	
08/21/2014	Service	3242	PERFORM SERVICE ON 1000 HR MNT SVR TIER 4	
08/21/2014	Service	3242	TRAVEL TO/FROM MACHINE	
08/21/2014	Service	3242	WELD WITH HARDWARE INFORMATION RECORD ONLY	REPAIR PROCESS COMMENTS: JOB LOCATION: MELISSA TX SERVICE DATE: 8-1-8-14 TECHNICIAN: DARYL BRUMFIELD SEAT BELT INSTALL DATE: 4-13 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE NO * **** ITEMS REQUIRING FURTHER ATTENTION **** * 1. ADDED 3 GAL OF 10 W TO HYD TANK 2. TRANSMISSION SCREEN HAD A LOT OF METAL SHAVINGS I SHOWED TO BRIAN SWEDLAND 3. HAD TO DRAIN FRONT DIFF OIL DOWN TO PROPER LEVER 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
08/21/2014	Service	3242		

				08/18/2014- ARRIVE JOBSITE AND SET UP ON CAT 627H. REPAIR CRACKS ON THE INSIDE OF THE BOWL IN THE WALL LOCATION WHERE THE HYDRAULIC HOSES PENETRATE THROUGH. CARBON ARC GOUGE THE CRACKS AFTER SETTING UP FIREBLANKETS ON TUBES, HOSES AND FITTINGS. WELD GOUGED OUT CRACKS COMPLETELY. GRIND AND SAND WELDS FLUSH WITH THE BASE METAL. PAINT REPAIRED AREAS. PICK UP EQUIPMENT AND AREA. WELD TECH.- A.W.SALTSMAN*****
08/30/2014	Service	3297	INSPECT MACHINE	***** 7/30-8/1 3157 HOURS BOYD PETERS WAS IN TOWN AND THE BAHA FENDER UPDATE PACKAGE WAS INSTALLED ON THE MACHINE. OTHER UPDATES ON BOYDS LIST WERE ALSO DONE AT THIS TIME ALSO AND MACHINE WAS TESTED FOR PROPER OPERATION. 8/5 PARTS WERE ORDERED FROM BOYDS LIST FOR MORE UPDATES. 8/11 BOXED UP AND SHIPPED OUT PARTS FROM REPAIRS DONE ON MACHINE. 8/13-8/14 3221 HOURS PERFORMED INSPECTION ON MACHINE PERFORMED IMU UPDATE AND FLASHED SOFTWARE, CALIBRATED AND PULLED REPORTS FROM MACHINE. FOUND THAT 386-2506 COOLANT HOSE ON SHUNT
08/30/2014	Service	3297	TRAVEL TO/FROM MACHINE	08/18/2014- TRAVEL TO AND FROM JOBSITE. WELD TECH.- A.W.SALTSMAN*****
08/30/2014	Service	3297	INSPECT MACHINE	08/18/2014- ARRIVE JOBSITE AND SET UP ON CAT 627H. REPAIR CRACKS ON THE INSIDE OF THE BOWL IN THE WALL LOCATION WHERE THE HYDRAULIC HOSES PENETRATE THROUGH. CARBON ARC GOUGE THE CRACKS AFTER SETTING UP FIREBLANKETS ON TUBES, HOSES AND FITTINGS. WELD GOUGED OUT CRACKS COMPLETELY. GRIND AND SAND WELDS FLUSH WITH THE BASE METAL. PAINT REPAIRED AREAS. PICK UP EQUIPMENT AND AREA. WELD TECH.- A.W.SALTSMAN*****
08/30/2014	Service	3297	TRAVEL TO/FROM MACHINE	***** 7/30-8/1 3157 HOURS BOYD PETERS WAS IN TOWN AND THE BAHA FENDER UPDATE PACKAGE WAS INSTALLED ON THE MACHINE. OTHER UPDATES ON BOYDS LIST WERE ALSO DONE AT THIS TIME ALSO AND MACHINE WAS TESTED FOR PROPER OPERATION. 8/5 PARTS WERE ORDERED FROM BOYDS LIST FOR MORE UPDATES. 8/11 BOXED UP AND SHIPPED OUT PARTS FROM REPAIRS DONE ON MACHINE. 8/13-8/14 3221 HOURS PERFORMED INSPECTION ON MACHINE PERFORMED IMU UPDATE AND FLASHED SOFTWARE, CALIBRATED AND PULLED REPORTS FROM MACHINE. FOUND THAT 386-2506 COOLANT HOSE ON SHUNT
08/30/2014	Service	3297	TRAVEL TO/FROM MACHINE	08/18/2014- TRAVEL TO AND FROM JOBSITE. WELD TECH.- A.W.SALTSMAN*****
09/24/2014	Service	3419	INSPECT MACHINE	***9-11 3384 HOURS*** 1- REPLACED W/WASHER BOTTLE, WAS CRACKED AROUND FILL NECK FROM WEATHER, SENDING OLD BOTTLE TO BOYD 2- DRAINED 8 GALLONS OF OIL FROM FRONT DIFF OIL IS GREEN IN COLOR SO FEEL AS IF BLUE HYD OIL IS GETTING IN DIFF MIXING WITH THE YELLOW OIL AND TURNING IT GREEN. 3- TOOK PHOTOS OF RUBBER FLAP IN FRONT OF R/H TIRE. PUSHING UP AND DEBRIS ENTERING CEM COMPARTMENT. 4- DRAINED (1) GALLON OF OIL FROM THE REAR ENGINE. ALSO TOOK AN OIL SAMPLE. IT APPEARS AS THOUGH DIESEL IS GETTING INTO THE REAR ENGINE OIL 5- TOOK PICTURES OF COVER OVER REAR SOFT KEYPAD. THERE IS ABOUT TWO MILLIMETERS OF CLEARANCE BETWEEN THE COVER AND THE TOP OF THE KEYPAD. THE MAGNET APPEARS TO BE KEEPING THE COVER DOOR CLOSED SO FAR. 6- PULLED STATUS REPORT AND PROGNOSTIC REPORTS. INCLUDED IN THIS E-MAIL 7- INSTALLED MISSING BOLTS IN REAR BRACKET FOR AIR CLEANER BONNET. BOLTS MAY HAVE BEEN LOST DURING TRANSPORT. 8- EDGUARDO SAID THE TSR WORKS WELL IN DRY CONDITIONS BUT THINKS IT
09/24/2014	Service	3419	TRAVEL TO/FROM MACHINE	
09/24/2014	Service	3419	TRAVEL TO/FROM MACHINE	

09/24/2014	Service	3419	INSPECT MACHINE	<p>***9-11 3384 HOURS*** 1- REPLACED W/WASHER BOTTLE, WAS CRACKED AROUND FILL NECK FROM WEATHER, SENDING OLD BOTTLE TO BOYD 2- DRAINED 8 GALLONS OF OIL FROM FRONT DIFF OIL IS GREEN IN COLOR SO FEEL AS IF BLUE HYD OIL IS GETTING IN DIFF MIXING WITH THE YELLOW OIL AND TURNING IT GREEN. 3- TOOK PHOTOS OF RUBBER FLAP IN FRONT OF R/H TIRE. PUSHING UP AND DEBRIS ENTERING CEM COMPARTMENT. 4- DRAINED (1) GALLON OF OIL FROM THE REAR ENGINE. ALSO TOOK AN OIL SAMPLE. IT APPEARS AS THOUGH DIESEL IS GETTING INTO THE REAR ENGINE OIL. 5- TOOK PICTURES OF COVER OVER REAR SOFT KEYPAD. THERE IS ABOUT TWO MILLIMETERS OF CLEARANCE BETWEEN THE COVER AND THE TOP OF THE KEYPAD. THE MAGNET APPEARS TO BE KEEPING THE COVER DOOR CLOSED SO FAR. 6- PULLED STATUS REPORT AND PROGNOSTIC REPORTS. INCLUDED IN THIS E-MAIL 7- INSTALLED MISSING BOLTS IN REAR BRACKET FOR AIR CLEANER BONNET. BOLTS MAY HAVE BEEN LOST DURING TRANSPORT. 8- EDUARDO SAID THE TSR WORKS WELL IN DRY CONDITIONS BUT THINKS IT</p>
09/24/2014	Service	3419	TRAVEL TO/FROM MACHINE	
09/24/2014	Service	3419	TRAVEL TO/FROM MACHINE	
10/16/2014	Service	3441	REMOVE MACHINE	<p>9/9 PAINTED UNFINISHED FENDER PARTS. GATHERED ALL PARTS AND DELIVERED THEM TO INTERNATIONAL SHIPPER IN GRAPEVINE. GAVE SHIPPER INSTRUCTIONS AND SHIPPING INFORMATION. CLEANED UP AND THREW AWAY TRASH FROM STORAGE OF TEST FENDERS.</p>
10/16/2014	Service	3441	REMOVE MACHINE	<p>9/9 PAINTED UNFINISHED FENDER PARTS. GATHERED ALL PARTS AND DELIVERED THEM TO INTERNATIONAL SHIPPER IN GRAPEVINE. GAVE SHIPPER INSTRUCTIONS AND SHIPPING INFORMATION. CLEANED UP AND THREW AWAY TRASH FROM STORAGE OF TEST FENDERS.</p>
10/29/2014	Service	3544	INSPECT MACHINE	<p>09/29-10/09 BEGAN TROUBLESHOOTING CAUSE OF FUEL IN ENGINE OIL OF C9.3 ON WTC00102, 627K. FOLLOWED THE TROUBLESHOOTING GUIDE FOR C9.3 OIL CONTAINING FUEL. PERFORMED ALL ET TESTS FIRST AND OTHER TESTS THAT DID NOT REQUIRE REMOVAL OF ROCKER COVER. DID NOT FIND THE PROBLEM WITH ANY OF THESE TESTS. AT THIS TIME ALSO PERFORMED SOME ENGINE START TESTS FOR ARIC TO GET DATA FROM NEW CHANNELS ADDED TO SC2. ADDED FUEL DYE TO MACHINE AND RAN TO ALLOW AMPLE TIME TO MIX AND GET DYE INTO ALL LINES AND INJECTORS. HOOD, AIR CLEANER, REGEN PACKAGE ALL REMOVED TO GAIN ACCESS TO VALVE COVER. REMOVED ROCKER COVER AND PRESSURIZED SYSTEM TO LOOK FOR DYED FUEL. WAS ABLE TO SEE FUEL WAS LEAKING FROM TOPS OF SOLENOIDS ON #1 AND #3 INJECTORS. PICTURES WERE SENT TO ARIC. ORDERED TWO NEW INJECTORS TO GET THEM ON THE WAY. IT WAS DECIDED LATER TO REPLACE ALL SIX INJECTORS SO FOUR MORE WERE ORDERED AND TOOK A COUPLE DAYS TO COME IN. ALSO NEW INJECTOR FUEL LINES WERE ORDERED. IN SIS WEB THE #1 FUEL LINE SHOWS TO BE A</p>
10/29/2014	Service	3544	TRAVEL TO/FROM MACHINE	
10/29/2014	Service	3544	TRAVEL TO/FROM MACHINE	
10/29/2014	Service	3544	INSPECT MACHINE	<p>09/29-10/09 BEGAN TROUBLESHOOTING CAUSE OF FUEL IN ENGINE OIL OF C9.3 ON WTC00102, 627K. FOLLOWED THE TROUBLESHOOTING GUIDE FOR C9.3 OIL CONTAINING FUEL. PERFORMED ALL ET TESTS FIRST AND OTHER TESTS THAT DID NOT REQUIRE REMOVAL OF ROCKER COVER. DID NOT FIND THE PROBLEM WITH ANY OF THESE TESTS. AT THIS TIME ALSO PERFORMED SOME ENGINE START TESTS FOR ARIC TO GET DATA FROM NEW CHANNELS ADDED TO SC2. ADDED FUEL DYE TO MACHINE AND RAN TO ALLOW AMPLE TIME TO MIX AND GET DYE INTO ALL LINES AND INJECTORS. HOOD, AIR CLEANER, REGEN PACKAGE ALL REMOVED TO GAIN ACCESS TO VALVE COVER. REMOVED ROCKER COVER AND PRESSURIZED SYSTEM TO LOOK FOR DYED FUEL. WAS ABLE TO SEE FUEL WAS LEAKING FROM TOPS OF SOLENOIDS ON #1 AND #3 INJECTORS. PICTURES WERE SENT TO ARIC. ORDERED TWO NEW INJECTORS TO GET THEM ON THE WAY. IT WAS DECIDED LATER TO REPLACE ALL SIX INJECTORS SO FOUR MORE WERE ORDERED AND TOOK A COUPLE DAYS TO COME IN. ALSO NEW INJECTOR FUEL LINES WERE ORDERED. IN SIS WEB THE #1 FUEL LINE SHOWS TO BE A</p>

10/29/2014	Service	3544	TRAVEL TO/FROM MACHINE	
10/29/2014	Service	3544	TRAVEL TO/FROM MACHINE	
12/02/2014	Service	3648	INSPECT MACHINE	10/30/13 3602 HOURS 1- PERFORMED INSPECTION ON MACHINE. 2- DOWNLOADED STATUS REPORT AND PROGNOSTIC REPORTS. 3- PULLED OIL SAMPLE FROM REAR ENGINE TO BE SENT TO CAT. ENGINE OIL IS NOT OVERFULL 4- CLEARED ALL CODES THAT DIDN'T NEED PASSWORDS. 5- ADDED 1 GAL OF ENGINE OIL TO FRONT ENGINE. 6- FOUND THAT TOP HITCH LINES ARE RUBBING TOGETHER IN A TURN ABOUT 8 INCHES IN FRONT OF TOP HOSE MOUNTING BRACKET. HOSES ARE ALSO SHOWING SIGNS OF WEATHER CRACKING AGAIN. 11/5/14 PERFORMED PAPERWORK AND SHIPPED SCR TO BOYD FOR INSTALLING ON WTC102 WHEN UPDATES ARE DONE. 11/13/14 3648 HOURS 1- DOWNLOADED STATUS REPORT AND PROGNOSTIC REPORTS AND INCLUDED IN E-MAIL 2- PICTURE OF MUD BUILT UP IN HOSES ON R/H SIDE OF BOWL FROM OVERFLOWING APRON. 3- PICTURES OF FLAP IN FRONT OF R/H TIRE GETTING PUSHED INTO CEM COMPARTMENT. 4- PERFORMED SOME REAR ENGINE KILL PROCEDURES TO PROVIDE DATA FOR ANALYSIS. 5- PERFORMED MACHINE INSPECTION. 6- TOOK OIL SAMPLES FROM FRONT AND REAR E
12/02/2014	Service	3648	TRAVEL TO/FROM MACHINE	
12/02/2014	Service	3648	TRAVEL TO/FROM MACHINE	
12/02/2014	Service	3648	INSPECT MACHINE	10/30/13 3602 HOURS 1- PERFORMED INSPECTION ON MACHINE. 2- DOWNLOADED STATUS REPORT AND PROGNOSTIC REPORTS. 3- PULLED OIL SAMPLE FROM REAR ENGINE TO BE SENT TO CAT. ENGINE OIL IS NOT OVERFULL 4- CLEARED ALL CODES THAT DIDN'T NEED PASSWORDS. 5- ADDED 1 GAL OF ENGINE OIL TO FRONT ENGINE. 6- FOUND THAT TOP HITCH LINES ARE RUBBING TOGETHER IN A TURN ABOUT 8 INCHES IN FRONT OF TOP HOSE MOUNTING BRACKET. HOSES ARE ALSO SHOWING SIGNS OF WEATHER CRACKING AGAIN. 11/5/14 PERFORMED PAPERWORK AND SHIPPED SCR TO BOYD FOR INSTALLING ON WTC102 WHEN UPDATES ARE DONE. 11/13/14 3648 HOURS 1- DOWNLOADED STATUS REPORT AND PROGNOSTIC REPORTS AND INCLUDED IN E-MAIL 2- PICTURE OF MUD BUILT UP IN HOSES ON R/H SIDE OF BOWL FROM OVERFLOWING APRON. 3- PICTURES OF FLAP IN FRONT OF R/H TIRE GETTING PUSHED INTO CEM COMPARTMENT. 4- PERFORMED SOME REAR ENGINE KILL PROCEDURES TO PROVIDE DATA FOR ANALYSIS. 5- PERFORMED MACHINE INSPECTION. 6- TOOK OIL SAMPLES FROM FRONT AND REAR E
12/02/2014	Service	3648	TRAVEL TO/FROM MACHINE	
12/02/2014	Service	3648	TRAVEL TO/FROM MACHINE	
12/16/2014	Service	0	TRAINING ZONE TWO	
12/16/2014	Service	0	TRAINING ZONE TWO	
12/16/2014	Service Credit	0	TRAINING ZONE TWO	
12/16/2014	Service Credit	0	TRAINING ZONE TWO	
12/17/2014	Service	0	TRAINING ZONE TWO	WORK PERFORMED ON 627K PILOT MACHINE AS PER INSTRUCTIONS AND DIRECTION OF CAT.
12/17/2014	Service	0	TRAINING ZONE TWO	WORK PERFORMED ON 627K PILOT MACHINE AS PER INSTRUCTIONS AND DIRECTION OF CAT.
12/17/2014	Service	0	TRAINING ZONE TWO	WORK PERFORMED ON 627K PILOT MACHINE AS PER INSTRUCTIONS AND DIRECTION OF CAT.
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12/17/2014	Service	0	TRAINING ZONE TWO	WORK PERFORMED ON 627K PILOT MACHINE AS PER INSTRUCTIONS AND DIRECTION OF CAT.
12/18/2014	Service	3811	INSPECT MACHINE	12/09/14 3811 HOURS REMOVED ALL HIGH POINTS SO MACHINE COULD BE HAULED TO CATERPILLAR. WHEN TRUCK SHOWED UP THE MACHINE WAS LOADED ON THE TRUCK AND SECURED FOR HAULING. IRVING TO REEDER LANE AND FM548, FORNEY
12/18/2014	Service	3811	TRAVEL TO/FROM MACHINE	

				12/09/14 3811 HOURS REMOVED ALL HIGH POINTS SO MACHINE COULD BE HAULED TO CATERPILLAR. WHEN TRUCK SHOWED UP THE MACHINE WAS LOADED ON THE TRUCK AND SECURED FOR HAULING. IRVING TO REEDER LANE AND FM548, FORNEY
12/18/2014	Service	3811	INSPECT MACHINE	
12/18/2014	Service	3811	TRAVEL TO/FROM MACHINE	
01/30/2015	Service	0	CLEAN. MACHINE	
01/30/2015	Service	0	REPAIR ZONE TWO	
01/30/2015	Service	0	SURFACE/FLYCUT TIRE(S)	
01/30/2015	Service	0	PERFORM PM-4 2000 HOUR	
01/30/2015	Service	0	TRAVEL TO/FROM MACHINE	
01/30/2015	Service	0	CLEAN. MACHINE	
01/30/2015	Service	0	REPAIR ZONE TWO	
01/30/2015	Service	0	SURFACE/FLYCUT TIRE(S)	
01/30/2015	Service	0	PERFORM PM-4 2000 HOUR	
01/30/2015	Service	0	TRAVEL TO/FROM MACHINE	
02/27/2015	Service	0	REPAIR ZONE TWO	
02/27/2015	Service	0	REPAIR ZONE TWO	
02/27/2015	Service	0	REPAIR ZONE TWO	
02/27/2015	Service	0	REPAIR ZONE TWO	
02/27/2015	Service	0	REPAIR ZONE TWO	
02/27/2015	Service	0	REPAIR ZONE TWO	
02/27/2015	Service	0	CLEAN. MACHINE	
02/27/2015	Service	0	SURFACE/FLYCUT TIRE(S)	
02/27/2015	Service	0	PERFORM PM-4 2000 HOUR	
02/27/2015	Service	0	TRAVEL TO/FROM MACHINE	
02/27/2015	Service	0	CLEAN. MACHINE	
02/27/2015	Service	0	SURFACE/FLYCUT TIRE(S)	
02/27/2015	Service	0	PERFORM PM-4 2000 HOUR	
02/27/2015	Service	0	TRAVEL TO/FROM MACHINE	
04/14/2015	Service	3844	TROUBLESHOOT CLEAN EMISSIONS MODULE	<p>ACTIVE CODES ACTIVE CODES 0.52 (02/24/15) MK***** CUSTOMER COMPLAINT: FAULT CODES ACTIVE. CAUSE OF FAILURE: CONTAMINATION OF DEF DOSING SYSTEM. RESULTANT DAMAGE: FAULT CODE 3821-7 WAS ACTIVE AND LEVEL 3 INDUCEMENTS ALSO ACTIVE. REPAIR PROCESS COMMENTS: ON 3-13-15, I WENT TO THE MACHINE AND CONNECTED E.T. FAULT CODE 3821-7 "DIESEL EXHAUST FLUID DOSING VALVE: NOT RESPONDING PROPERLY" WAS ACTIVE. I FIRST CHECKED THE DEF LEVEL AND IT WAS OK. NEXT, I REMMOVED THE SIDE PANEL AND CHECKED THE RESISTANCE OF THE DEF DOSING VALVE. THE RESISTANCE WAS 12.2 OHMS. THE SPECIFIED RESISTANCE IS 10-14 OHMS. NEXT, I CHECKED THE RESISTANCE OF THE DOSING VALVE CIRCUIT. THE RESISTANCE WAS 226,500 OHMS. THE SPECIFIED RESISTANCE IS ABOVE 10,000 OHMS. I CHECKED THE DEF CONCENTRATION. THE CONCENTRATION WAS 32.5% WHICH IS GOOD. NEXT, I REMOVED THE DEF DOSING VALVE AND PERFORMED THE DEF DOSING SYSTEM ACCURACY TEST. I COLLECTED THE FLUID FROM THE NOZZLE IN A GRADUATED CONTAINER. THE QUANT</p>

04/14/2015	Service	3844	REPAIR CUSHION-HITCH	CUSTOMER COMPLAINT: ONE OF THE CUSHION HITCH HORIZONTAL H-LINK PINS WAS SLIDING OUT OF ITS BORE. CAUSE OF FAILURE: THE 8C4436 BOLTS WHICH FASTEN THE RIGHT FRONT 3G7853 RETAINER PLATE ON THE BOTTOM 3G7894 CUSHION HITCH H-LINK WERE LOOSE AND FELL OUT. RESULTANT DAMAGE: THE 3G7853 RETAINER PLATE FELL OFF WHICH ALLOWED THE LOWER FRONT 8J0632 PIN TO SLIDE OUT OF ITS BORE. REPAIR PROCESS COMMENTS: ON 4-2-15, I WENT TO THE MACHINE AND INSPECTED THE CUSHION HITCH. I RECOVERED THE RETAINER PLATE, THE BRASS WASHER, AND FOUR OF THE SIX BOLTS ALTHOUGH ONE OF THE BOLTS HAD DAMAGED THREADS FROM BEING FORCED OUT OF ITS THREADED HOLE BY THE PIN. I NOTICED THAT NONE OF THE RETAINER PLATES HAD GREASE LINES ATTACHED TO THEM SO I CONTACTED TECHNICAL SERVICES TECHNICIAN BRIAN SWEDLUND WHO INFORMED ME THAT THE HITCH HAD BEEN RECENTLY REWORKED AND CONTAINED EXPERIMENTAL GREASELESS BUSHINGS. I DID NOT FIND ANY INFORMATION ON THESE BEARINGS SO I CONTACTED T. C. SCOTT MARVIN FOR ANY INFORMATION ON THIS NEW AR
04/14/2015	Service	3844	TRAVEL TO/FROM	
04/20/2015	Service	3985	PERFORM SERVICE ON 500 HR MNT SVR TIER 4	
04/20/2015	Service	3985	TRAVEL TO/FROM MACHINE	
04/20/2015	Service	3985	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION: 543 AND 206 MCKINNEY, TX SERVICE DATE: 4-8-15 TECHNICIAN: TIM PLUNK SEAT BELT INSTALL DATE: MAR-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.
04/20/2015	Service	3985		
05/18/2015	Service	4122	REPLACE ALTERNATOR	CUSTOMER COMPLAINT: 627H WTC0102. 4122 HRS. DENTON, TX. TEASLEY & RYAN. THE CUSTOMER STATED THAT THE A/C DOES NOT WORK. CAUSE OF FAILURE: THE A/C SERPENTINE BELT FAILED. RESULTANT DAMAGE: THE CHARGING SYSTEM AND A/C SYSTEM ARE NOT FUNCTIONING. REPAIR PROCESS COMMENTS: (A315) 5/8/15. I STARTED THE JOB BY LOCATING THE MACHINE. AFTER LOCATING THE MACHINE I CONNECTED CAT ET. I LOOKED AT THE STATUS SCREEN FOR THE A/C SYSTEM. ALL APPEARED NORMAL. NEXT I TRIED TO START THE MACHINE. THE MACHINE WOULD NOT START. THE BATTERIES WERE LOW. NEXT I REMOVED THE BATTERY COMPARTMENT PANEL TO CHECK THE BATTERY CONNECTIONS. THE CONNECTIONS WERE GOOD. I THE CHECKED THE ENGINE COMPARTMENT TO SEE IF THE SERPENTINE BELT WAS IN PLACE. I UNBOLTED AND REMOVED THE TOP PANEL ON THE ENGINE COMPARTMENT. THE BELT WAS BROKE AND LAYING IN THE BOTTOM OF THE ENGINE COMPARTMENT. I ROTATED EACH OF THE PULLEYS TO CHECK FOR PROPER OPERATION. THEY ALL WERE GOOD. NEXT I REINSTALLED THE BATTERY COMPARTMENT PANEL. I THEN LOW
05/18/2015	Service	4122	TRAVEL TO/FROM	DENTON, TX.
05/18/2015	Service	4122	REPLACE ALTERNATOR	CUSTOMER COMPLAINT: 627H WTC0102. 4122 HRS. DENTON, TX. TEASLEY & RYAN. THE CUSTOMER STATED THAT THE A/C DOES NOT WORK. CAUSE OF FAILURE: THE A/C SERPENTINE BELT FAILED. RESULTANT DAMAGE: THE CHARGING SYSTEM AND A/C SYSTEM ARE NOT FUNCTIONING. REPAIR PROCESS COMMENTS: (A315) 5/8/15. I STARTED THE JOB BY LOCATING THE MACHINE. AFTER LOCATING THE MACHINE I CONNECTED CAT ET. I LOOKED AT THE STATUS SCREEN FOR THE A/C SYSTEM. ALL APPEARED NORMAL. NEXT I TRIED TO START THE MACHINE. THE MACHINE WOULD NOT START. THE BATTERIES WERE LOW. NEXT I REMOVED THE BATTERY COMPARTMENT PANEL TO CHECK THE BATTERY CONNECTIONS. THE CONNECTIONS WERE GOOD. I THE CHECKED THE ENGINE COMPARTMENT TO SEE IF THE SERPENTINE BELT WAS IN PLACE. I UNBOLTED AND REMOVED THE TOP PANEL ON THE ENGINE COMPARTMENT. THE BELT WAS BROKE AND LAYING IN THE BOTTOM OF THE ENGINE COMPARTMENT. I ROTATED EACH OF THE PULLEYS TO CHECK FOR PROPER OPERATION. THEY ALL WERE GOOD. NEXT I REINSTALLED THE BATTERY COMPARTMENT PANEL. I THEN LOW

05/18/2015 Service 4122

TRAVEL TO/FROM

DENTON, TX.

05/19/2015 Service 4054

REPAIR HYDRAULIC LEAK

CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD A HYDRAULIC OIL LEAK ON THE REAR OF THE MACHINE. CAUSE OF FAILURE: THE SHUTTLE VALVE FOR THE SECONDARY STEERING WAS LEAKING. RESULTANT DAMAGE: OIL LEAK FROM THE SHUTTLE VALVE. REPAIR PROCESS COMMENTS: (A315) 4/30/15. I STARTED THE JOB BY LOOKING THE MACHINE OVER. THE OIL WAS LEAKING FROM THE SECONDARY SHUTTLE VALVE. I TRIED RESEALING THE VALVE. THE VALVE STILL LEAKED AFTER RESEALING IT. I LOOKED UP THE PART. I ORDERED THE PART. I DROVE TO THE LITTLE ELM STORE AND PICKED UP THE PART. I DROVE BACK TO THE JOB. I REMOVED THE LEAKING VALVE. I CAPPED AND PLUGGED ALL DISCONNECTED HOSES. I INSTALLED THE FITTINGS OFF THE OLD VALVE WITH NEW SEALS ONTO THE NEW VALVE. I REINSTALLED THE VALVE ON THE MACHINE. I RECONNECTED ALL HOSES. I CHECKED THE OIL LEVEL IN THE TANK. THE OIL LEVEL WAS GOOD. NEXT I STARTED THE MACHINE AND CHECKED THE REPAIRS. ALL WAS GOOD. NO LEAKS. I RETURNED THE MACHINE TO SERVICE. I CLEANED UP THE WORK AREA AND PUT AWAY TO

05/19/2015 Service 4054

REPAIR RADIO (AM/FM)

CUSTOMER COMPLAINT: THE CUSTOMER STATED THE RADIO IN THE MACHINE WOULD NOT WORK CORRECTLY. CAUSE OF FAILURE: THE ANTENNA COAX WAS DISCONNECTED FROM THE ANTENNA ASSEMBLY. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 4/30/15. I STARTED THE JOB BY TALKING TO THE OPERATOR. THE OPERATOR SHOWED ME THAT THE RADIO WAS NOT PICKING UP ANY RADIO STATIONS. I THEN REMOVED THE RADIO FROM THE OVERHEAD CONSOLE. AFTER REMOVING THE RADIO FROM THE OVERHEAD CONSOLE IT STARTED TO PICK UP RADIO STATIONS. I PLACED THE RADIO BACK INTO THE CONSOLE. THE RADIO STATIONS WENT AWAY. I CHECKED ALL THE CONNECTIONS. THE ANTENNA COAX WAS PROPERLY CONNECTED TO THE RADIO. I CHECKED THE RADIO WIRING. ALL WIRING CONNECTIONS WERE CORRECT. THE RADIO WAS NEW. I LOOKED INTO THE OVERHEAD CONSOLE TO SEE IF I COULD SEE ANYTHING WRONG. ALL LOOKED GOOD. NEXT I NEEDED TO CHECK THE ANTENNA. TO CHECK THE ANTENNA I NEEDED TO DROP THE CAB HEADLINER. I REMOVED ALL NECESSARY PANELS TO LOWER THE HEADLINER. NEXT I REMOVED TH

05/19/2015 Service 4054

REPAIR HYDRAULIC LEAK

CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD A HYDRAULIC OIL LEAK ON THE REAR OF THE MACHINE. CAUSE OF FAILURE: THE SHUTTLE VALVE FOR THE SECONDARY STEERING WAS LEAKING. RESULTANT DAMAGE: OIL LEAK FROM THE SHUTTLE VALVE. REPAIR PROCESS COMMENTS: (A315) 4/30/15. I STARTED THE JOB BY LOOKING THE MACHINE OVER. THE OIL WAS LEAKING FROM THE SECONDARY SHUTTLE VALVE. I TRIED RESEALING THE VALVE. THE VALVE STILL LEAKED AFTER RESEALING IT. I LOOKED UP THE PART. I ORDERED THE PART. I DROVE TO THE LITTLE ELM STORE AND PICKED UP THE PART. I DROVE BACK TO THE JOB. I REMOVED THE LEAKING VALVE. I CAPPED AND PLUGGED ALL DISCONNECTED HOSES. I INSTALLED THE FITTINGS OFF THE OLD VALVE WITH NEW SEALS ONTO THE NEW VALVE. I REINSTALLED THE VALVE ON THE MACHINE. I RECONNECTED ALL HOSES. I CHECKED THE OIL LEVEL IN THE TANK. THE OIL LEVEL WAS GOOD. NEXT I STARTED THE MACHINE AND CHECKED THE REPAIRS. ALL WAS GOOD. NO LEAKS. I RETURNED THE MACHINE TO SERVICE. I CLEANED UP THE WORK AREA AND PUT AWAY TO

05/19/2015	Service	4054	REPAIR RADIO (AM/FM)	CUSTOMER COMPLAINT: THE CUSTOMER STATED THE RADIO IN THE MACHINE WOULD NOT WORK CORRECTLY. CAUSE OF FAILURE: THE ANTENNA COAX WAS DISCONNECTED FROM THE ANTENNA ASSEMBLY. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 4/30/15. I STARTED THE JOB BY TALKING TO THE OPERATOR. THE OPERATOR SHOWED ME THAT THE RADIO WAS NOT PICKING UP ANY RADIO STATIONS. I THEN REMOVED THE RADIO FROM THE OVERHEAD CONSOLE. AFTER REMOVING THE RADIO FROM THE OVERHEAD CONSOLE IT STARTED TO PICK UP RADIO STATIONS. I PLACED THE RADIO BACK INTO THE CONSOLE. THE RADIO STATIONS WENT AWAY. I CHECKED ALL THE CONNECTIONS. THE ANTENNA COAX WAS PROPERLY CONNECTED TO THE RADIO. I CHECKED THE RADIO WIRING. ALL WIRING CONNECTIONS WERE CORRECT. THE RADIO WAS NEW. I LOOKED INTO THE OVERHEAD CONSOLE TO SEE IF I COULD SEE ANYTHING WRONG. ALL LOOKED GOOD. NEXT I NEEDED TO CHECK THE ANTENNA. TO CHECK THE ANTENNA I NEEDED TO DROP THE CAB HEADLINER. I REMOVED ALL NECESSARY PANELS TO LOWER THE HEADLINER. NEXT I REMOVED TH
05/19/2015	Service	4054	TRAVEL TO/FROM MACHINE	
05/20/2015	Service	4124	TRAVEL TO/FROM MACHINE	
05/20/2015	Service	4124	DELIVER MACHINE	CUSTOMER COMPLAINT: FORMAL DELIVERY TO FCS CONSTRUCTION LLC
05/29/2015	Service Credit	4054	REPAIR HYDRAULIC LEAK	CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD A HYDRAULIC OIL LEAK ON THE REAR OF THE MACHINE. CAUSE OF FAILURE: THE SHUTTLE VALVE FOR THE SECONDARY STEERING WAS LEAKING. RESULTANT DAMAGE: OIL LEAK FROM THE SHUTTLE VALVE. REPAIR PROCESS COMMENTS: (A315) 4/30/15. I STARTED THE JOB BY LOOKING THE MACHINE OVER. THE OIL WAS LEAKING FROM THE SECONDARY SHUTTLE VALVE. I TRIED RESEALING THE VALVE. THE VALVE STILL LEAKED AFTER RESEALING IT. I LOOKED UP THE PART. I ORDERED THE PART. I DROVE TO THE LITTLE ELM STORE AND PICKED UP THE PART. I DROVE BACK TO THE JOB. I REMOVED THE LEAKING VALVE. I CAPPED AND PLUGGED ALL DISCONNECTED HOSES. I INSTALLED THE FITTINGS OFF THE OLD VALVE WITH NEW SEALS ONTO THE NEW VALVE. I REINSTALLED THE VALVE ON THE MACHINE. I RECONNECTED ALL HOSES. I CHECKED THE OIL LEVEL IN THE TANK. THE OIL LEVEL WAS GOOD. NEXT I STARTED THE MACHINE AND CHECKED THE REPAIRS. ALL WAS GOOD. NO LEAKS. I RETURNED THE MACHINE TO SERVICE. I CLEANED UP THE WORK AREA AND PUT AWAY TO
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05/29/2015	Service Credit	4122	REPLACE ALTERNATOR	CUSTOMER COMPLAINT: 627H WTC0102. 4122 HRS. DENTON, TX. TEASLEY & RYAN. THE CUSTOMER STATED THAT THE A/C DOES NOT WORK. CAUSE OF FAILURE: THE A/C SERPENTINE BELT FAILED. RESULTANT DAMAGE: THE CHARGING SYSTEM AND A/C SYSTEM ARE NOT FUNCTIONING. REPAIR PROCESS COMMENTS: (A315) 5/8/15. I STARTED THE JOB BY LOCATING THE MACHINE. AFTER LOCATING THE MACHINE I CONNECTED CAT ET. I LOOKED AT THE STATUS SCREEN FOR THE A/C SYSTEM. ALL APPEARED NORMAL. NEXT I TRIED TO START THE MACHINE. THE MACHINE WOULD NOT START. THE BATTERIES WERE LOW. NEXT I REMOVED THE BATTERY COMPARTMENT PANEL TO CHECK THE BATTERY CONNECTIONS. THE CONNECTIONS WERE GOOD. I THEN CHECKED THE ENGINE COMPARTMENT TO SEE IF THE SERPENTINE BELT WAS IN PLACE. I UNBOLTED AND REMOVED THE TOP PANEL ON THE ENGINE COMPARTMENT. THE BELT WAS BROKE AND LAYING IN THE BOTTOM OF THE ENGINE COMPARTMENT. I ROTATED EACH OF THE PULLEYS TO CHECK FOR PROPER OPERATION. THEY ALL WERE GOOD. NEXT I REINSTALLED THE BATTERY COMPARTMENT PANEL. I THEN LOW
05/29/2015	Service Credit	4122	TRAVEL TO/FROM	DENTON, TX.

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05/29/2015	Service	4122	TRAVEL TO/FROM	DENTON, TX.

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05/29/2015	Service	4122	TRAVEL TO/FROM	DENTON, TX.
07/10/2015	Service	4300	PERFORM SERVICE ON 2000 HR MNT SVR TIER 4	
07/10/2015	Service	4300	TRAVEL TO/FROM MACHINE	
07/10/2015	Service	4300	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:2449 AND ROBINSON RD.PONDER SERVICE DATE:6/23/15 TECHNICIAN:JUAN ORTIZ / CARLOSLEYVA SEAT BELT INSTALL DATE:MARCH14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1.ALL PLUGS ARE TIGHT 2.FRONT ENGINE VALVE COVER LEAK 3.FRONT ENGINE OIL PAN LEAK 4.REAR ENGINE OIL PAN 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.
07/10/2015	Service	4300		
08/23/2015	Service	0		
09/29/2015	Service	4951	REPAIR MACHINE	RETAINING RING SENSOR MAGNET RETAINING RING SENSOR MAGNETERATION, OK NOW.T.WAS* CUSTOMER COMPLAINT: CUSHION HITCH NOT WORKINNG PROPERLY. CAUSE OF FAILURE: THE 5S4455 RETAINING RING HAD FALLEN OUT OF ITS GROOVE. RESULTANT DAMAGE: THE 2173312 MAGNET WHICH IS HELD IN PLACE BY THE 5S4455 RETAINING RING FELL OUT OF ITS BORE IN THE CYLINDER ROD AND REMAINED AT THE BOTTOM OF THE CYLINDER POSITION SENSOR PROBE WHICH RESULTED IN AN ERRONEOUS AND CONSTANT ZERO EXTENSION LOAD CYLINDER EXTENSION SIGNAL TO BE SENT TO THE ECM. THIS CAUSED THE ECM TO CONTINUOUSLY PLACE THE LOAD CYLINDER IN THE FULLY EXTENDED CONDITION. THERE WAS NO OTHER DAMAGE. REPAIR PROCESS COMMENTS: ON 9-18-15, I WENT TO THE MACHINE AND CONNECTED E.T. AND OPERATED THE CUSHION HITCH. THE LOAD CYLINDER WOULD EXTEND ALL THE WAY TO ITS FULLY EXTENDED CONDITION AND REMAIN THERE WITHOUT ANY DAMPENING EFFECT. AT THE SAME TIME, E.T. STATUS TOOL SHOWED ZERO EXTENSION OF THE CYLINDER WHICH CONFIRMED THAT THE 2173312 MAGNET HAD FALLEN OUT

09/29/2015	Service	4951	REPAIR MACHINE	RETAINING RING SENSOR MAGNET RETAINING RING SENSOR MAGNETE PLATES FOR REHS0540/ CUSTOMER COMPLAINT: CUSHION HITCH NOT WORKINNG PROPERLY. CAUSE OF FAILURE: THE 5S4455 RETAINING RING HAD FALLEN OUT OF ITS GROOVE. RESULTANT DAMAGE: THE 2173312 MAGNET WHICH IS HELD IN PLACE BY THE 5S4455 RETAINING RING FELL OUT OF ITS BORE IN THE CYLINDER ROD AND REMAINED AT THE BOTTOM OF THE CYLINDER POSITION SENSOR PROBE WHICH RESULTED IN AN ERRONEOUS AND CONSTANT ZERO EXTENSION LOAD CYLINDER EXTENSION SIGNAL TO BE SENT TO THE ECM. THIS CAUSED THE ECM TO CONTINUOUSLY PLACE THE LOAD CYLINDER IN THE FULLY EXTENDED CONDITION. THERE WAS NO OTHER DAMAGE. REPAIR PROCESS COMMENTS: ON 9-18-15, I WENT TO THE MACHINE AND CONNECTED E.T. AND OPERATED THE CUSHION HITCH. THE LOAD CYLINDER WOULD EXTEND ALL THE WAY TO ITS FULLY EXTENDED CONDITION AND REMAIN THERE WITHOUT ANY DAMPENING EFFECT. AT THE SAME TIME, E.T. STATUS TOOL SHOWED ZERO EXTENSION OF THE CYLINDER WHICH CONFIRMED THAT THE 2173312 MAGNET HAD FALLEN OUT
09/29/2015	Service	4951	TRAVEL TO/FROM	LANTANA, TX.
10/05/2015	Service Credit	4951	REPAIR MACHINE	RETAINING RING SENSOR MAGNET RETAINING RING SENSOR MAGNET2 SOUTH W.W. WHITE RD, CUSTOMER COMPLAINT: CUSHION HITCH NOT WORKINNG PROPERLY. CAUSE OF FAILURE: THE 5S4455 RETAINING RING HAD FALLEN OUT OF ITS GROOVE. RESULTANT DAMAGE: THE 2173312 MAGNET WHICH IS HELD IN PLACE BY THE 5S4455 RETAINING RING FELL OUT OF ITS BORE IN THE CYLINDER ROD AND REMAINED AT THE BOTTOM OF THE CYLINDER POSITION SENSOR PROBE WHICH RESULTED IN AN ERRONEOUS AND CONSTANT ZERO EXTENSION LOAD CYLINDER EXTENSION SIGNAL TO BE SENT TO THE ECM. THIS CAUSED THE ECM TO CONTINUOUSLY PLACE THE LOAD CYLINDER IN THE FULLY EXTENDED CONDITION. THERE WAS NO OTHER DAMAGE. REPAIR PROCESS COMMENTS: ON 9-18-15, I WENT TO THE MACHINE AND CONNECTED E.T. AND OPERATED THE CUSHION HITCH. THE LOAD CYLINDER WOULD EXTEND ALL THE WAY TO ITS FULLY EXTENDED CONDITION AND REMAIN THERE WITHOUT ANY DAMPENING EFFECT. AT THE SAME TIME, E.T. STATUS TOOL SHOWED ZERO EXTENSION OF THE CYLINDER WHICH CONFIRMED THAT THE 2173312 MAGNET HAD FALLEN OUT
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10/05/2015	Service Credit	4951	TRAVEL TO/FROM	LANTANA, TX.

10/05/2015	Service	4951	REPAIR MACHINE	RETAINING RING SENSOR MAGNET RETAINING RING SENSOR MAGNET 28/15. INE IS GOING TOW CUSTOMER COMPLAINT: CUSHION HITCH NOT WORKINNG PROPERLY. CAUSE OF FAILURE: THE 5S4455 RETAINING RING HAD FALLEN OUT OF ITS GROOVE. RESULTANT DAMAGE: THE 2173312 MAGNET WHICH IS HELD IN PLACE BY THE 5S4455 RETAINING RING FELL OUT OF ITS BORE IN THE CYLINDER ROD AND REMAINED AT THE BOTTOM OF THE CYLINDER POSITION SENSOR PROBE WHICH RESULTED IN AN ERRONEOUS AND CONSTANT ZERO EXTENSION LOAD CYLINDER EXTENSION SIGNAL TO BE SENT TO THE ECM. THIS CAUSED THE ECM TO CONTINUOUSLY PLACE THE LOAD CYLINDER IN THE FULLY EXTENDED CONDITION. THERE WAS NO OTHER DAMAGE. REPAIR PROCESS COMMENTS: ON 9-18-15, I WENT TO THE MACHINE AND CONNECTED E.T. AND OPERATED THE CUSHION HITCH. THE LOAD CYLINDER WOULD EXTEND ALL THE WAY TO ITS FULLY EXTENDED CONDITION AND REMAIN THERE WITHOUT ANY DAMPENING EFFECT. AT THE SAME TIME, E.T. STATUS TOOL SHOWED ZERO EXTENSION OF THE CYLINDER WHICH CONFIRMED THAT THE 2173312 MAGNET HAD FALLEN OUT
10/05/2015	Service	4951	REPAIR MACHINE	RETAINING RING SENSOR MAGNET RETAINING RING SENSOR MAGNET RANGE AND WILL NOT** CUSTOMER COMPLAINT: CUSHION HITCH NOT WORKINNG PROPERLY. CAUSE OF FAILURE: THE 5S4455 RETAINING RING HAD FALLEN OUT OF ITS GROOVE. RESULTANT DAMAGE: THE 2173312 MAGNET WHICH IS HELD IN PLACE BY THE 5S4455 RETAINING RING FELL OUT OF ITS BORE IN THE CYLINDER ROD AND REMAINED AT THE BOTTOM OF THE CYLINDER POSITION SENSOR PROBE WHICH RESULTED IN AN ERRONEOUS AND CONSTANT ZERO EXTENSION LOAD CYLINDER EXTENSION SIGNAL TO BE SENT TO THE ECM. THIS CAUSED THE ECM TO CONTINUOUSLY PLACE THE LOAD CYLINDER IN THE FULLY EXTENDED CONDITION. THERE WAS NO OTHER DAMAGE. REPAIR PROCESS COMMENTS: ON 9-18-15, I WENT TO THE MACHINE AND CONNECTED E.T. AND OPERATED THE CUSHION HITCH. THE LOAD CYLINDER WOULD EXTEND ALL THE WAY TO ITS FULLY EXTENDED CONDITION AND REMAIN THERE WITHOUT ANY DAMPENING EFFECT. AT THE SAME TIME, E.T. STATUS TOOL SHOWED ZERO EXTENSION OF THE CYLINDER WHICH CONFIRMED THAT THE 2173312 MAGNET HAD FALLEN OUT
10/05/2015	Service	4951	TRAVEL TO/FROM	LANTANA, TX.
11/16/2015	Service	5260	PERFORM SERVICE ON 1000 HR MNT SVR TIER 4	
11/16/2015	Service	5260	TRAVEL TO/FROM MACHINE	
11/16/2015	Service	5260	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:1570 N PRESTON RD PROSPER SERVICE DATE: 11/6/15 TECHNICIAN:JUAN ORTIZ SEAT BELT INSTALL DATE:MAR14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *NO ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. FRONT ENGINE OIL PAN LEAK REAR 2.FRONT ENGINE OIL FILL TUBE LEAK CLOSE TO THE VALVE COVER 3.FRONT ENGINE COOLANT LEAK DID NOT SEE FROM WHERE (ADD 5 GAL OF COOLANT) 4.REAR ENGINE OIL PAN LEAK 5.REAR ENGINE WAS LOW ON TRANS OIL DID NOT SEE A 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.
11/16/2015	Service	5260		

11/30/2015	Service	5129	REPAIR NON-CAT HYD CYLINDER	<p>CUSTOMER COMPLAINT: THE CUSHION HITCH LOAD CYLINDER WOULD RAISE AND REMAIN AT ITS FULL TRAVEL WHEN ACTIVATED. CAUSE OF FAILURE: THE 5S4455 RETAINING RING FELL OUT OF ITS GROOVE AND ALLOWED THE 2173312 MAGNET TO BECOME DISLOCATED. THE MAGNET REMAINED AT THE BASE OF THE LOAD CYLINDER POSITION CYLINDER PROBE. RESULTANT DAMAGE: THE LOAD CYLINDER POSITION SENSOR SIGNAL REMAINED AT ZERO WHICH CAUSED THE CUSHION HITCH CONTROL TO STAY IN EXTEND MODE. NO OTHER DAMAGE. REPAIR PROCESS COMMENTS: ON 10-13-15, I WENT TO THE MACHINE AND CONNECTED E.T. THE CUSHION HITCH LOAD CYLINDER POSITION REMAINED AT ZERO EXTENSION WHILE THE LOAD CYLINDER WAS ACTIVATED. THIS CONFIRMED THAT THE RETAINING RING AND THE MAGNET HAD DISLOCATED. I SEARCHED SIS AND FOUND THAT THERE WAS A 4805784 REDESIGNED ROD AVAILABLE TO BE USED WITH A NEW 2141639 MAGNET AND 2433177 RETAINER WHICH TOGETHER SOLVE THE PROBLEM OF INADEQUATE MAGNET RETENTION. I ORDERED THE PARTS AND WENT BACK TO THE MACHINE ON 10-27-15, REMOVED THE LO</p>
11/30/2015	Service	5129	REPAIR WINDSHIELD GUARD	<p>CUSTOMER COMPLAINT: WAVS MONITOR SCREEN WAS BLANK. CAUSE OF FAILURE: THE 3674855 CABLE ASSEMBLY WAS RUBBING AGAINST THE HOSE ASSEMBLY. RESULTANT DAMAGE: SEVERAL WIRES IN THE CABLE ASSEMBLY WERE SEVERED. REPAIR PROCESS COMMENTS: ON 10-28-15, I INSPECTED THE WAVS CABLES FROM THE REAR CAMERA TO THE CUSHION HITCH. I FOUND THAT ONE OF THE CABLES HAD BEEN RUBBING AGAINST THE 3862502 HOSE ASSEMBLY. I IDENTIFIED THE CABLE TO BE THE 3674855 CABLE ASSEMBLY AND ORDERED IT. ON 11-2-15, I RETURNED TO THE MACHINE TO INSTALL THE CABLE ASSEMBLY. I FIRST UNFASTENED THE OLD ONE AND CONNECTED THE NEW ONE TO TEST THE SYSTEM. HOWEVER, THE MONITOR DISPLAYED ONLY THE FRONT AND CENTER CAMERA VIEWS BUT NOT THE VIEW FROM THE REAR CAMERA. I INSPECTED THE 2830658 CABLE ASSEMBLY AND FOUND THAT IT WAS KINKED NEAR ITS POINT OF CONNECTION TO THE NEXT CABLE ASSEMBLY WHICH GOES THROUGH THE SCRAPER BOWL. I DISCONNECTED THE 2830658 CABLE ASSEMBLY AND CONNECTED THE CAMERA END OF THE 3674855 CABLE ASSEMBLY TO THE CAB</p>
11/30/2015	Service	5129	REPAIR HYDRAULIC CONTROL VALVE	<p>CUSTOMER COMPLAINT: SEVERAL OF THE BOLTS WHICH FASTEN THE CONTROL VALVE TO THE DRAFT FRAME WERE BROKEN. CAUSE OF FAILURE: THE FOUR 8T4133 BOLTS WHICH FASTEN THE 4394599 BRACKET TO THE DRAFT FRAME WERE NOT PROPERLY TIGHTENED. RESULTANT DAMAGE: VIBRATION DURING OPERATION EVENTUALLY CAUSED FATIGUE OF THE FOUR BOLTS UNTIL TWO OF THEM BROKE. THE TWO 1984778 WASHERS ON THE FRONT SIDE OF THE BRACKET WERE LOST WHEN THE BOLTS BROKE. REPAIR PROCESS COMMENTS: ON 11-3-15, I WENT TO THE MACHINE AND INSPECTED THE BRACKET. THE TWO BOLTS THAT HAD BROKEN WERE ON THE FRONT SIDE OF THE BRACKET. I EXTRACTED THE REMAINS OF THE TWO BOLTS THEN REMOVED THE TWO BOLTS AT THE REAR OF THE BRACKET. UPON ATTEMPTING TO UNSCREW THE INNER REAR BOLT, THE BOLT BROKE OFF AS WELL SO I EXTRACTED THE REMAINS OF THE BOLT THEN ORDERED ALL FOUR BOLTS AND TWO WASHERS. I INSTALLED THE FOUR NEW BOLTS AND THE TWO NEW WASHERS AND REUSED THE TWO WASHERS THAT HAD NOT BEEN LOST. HOWARD SCHRAM #4278. SERVICE METER READING: 5237</p>

11/30/2015	Service	5129	REPAIR NON-CAT HYD CYLINDER	<p>CUSTOMER COMPLAINT: THE CUSHION HITCH LOAD CYLINDER WOULD RAISE AND REMAIN AT ITS FULL TRAVEL WHEN ACTIVATED. CAUSE OF FAILURE: THE 554455 RETAINING RING FELL OUT OF ITS GROOVE AND ALLOWED THE 2173312 MAGNET TO BECOME DISLOCATED. THE MAGNET REMAINED AT THE BASE OF THE LOAD CYLINDER POSITION CYLINDER PROBE. RESULTANT DAMAGE: THE LOAD CYLINDER POSITION SENSOR SIGNAL REMAINED AT ZERO WHICH CAUSED THE CUSHION HITCH CONTROL TO STAY IN EXTEND MODE. NO OTHER DAMAGE. REPAIR PROCESS COMMENTS: ON 10-13-15, I WENT TO THE MACHINE AND CONNECTED E.T. THE CUSHION HITCH LOAD CYLINDER POSITION REMAINED AT ZERO EXTENSION WHILE THE LOAD CYLINDER WAS ACTIVATED. THIS CONFIRMED THAT THE RETAINING RING AND THE MAGNET HAD DISLOCATED. I SEARCHED SIS AND FOUND THAT THERE WAS A 4805784 REDESIGNED ROD AVAILABLE TO BE USED WITH A NEW 2141639 MAGNET AND 2433177 RETAINER WHICH TOGETHER SOLVE THE PROBLEM OF INADEQUATE MAGNET RETENTION. I ORDERED THE PARTS AND WENT BACK TO THE MACHINE ON 10-27-15, REMOVED THE LO</p>
11/30/2015	Service	5129	REPAIR WINDSHIELD GUARD	<p>CUSTOMER COMPLAINT: WAVS MONITOR SCREEN WAS BLANK. CAUSE OF FAILURE: THE 3674855 CABLE ASSEMBLY WAS RUBBING AGAINST THE HOSE ASSEMBLY. RESULTANT DAMAGE: SEVERAL WIRES IN THE CABLE ASSEMBLY WERE SEVERED. REPAIR PROCESS COMMENTS: ON 10-28-15, I INSPECTED THE WAVS CABLES FROM THE REAR CAMERA TO THE CUSHION HITCH. I FOUND THAT ONE OF THE CABLES HAD BEEN RUBBING AGAINST THE 3862502 HOSE ASSEMBLY. I IDENTIFIED THE CABLE TO BE THE 3674855 CABLE ASSEMBLY AND ORDERED IT. ON 11-2-15, I RETURNED TO THE MACHINE TO INSTALL THE CABLE ASSEMBLY. I FIRST UNFASTENED THE OLD ONE AND CONNECTED THE NEW ONE TO TEST THE SYSTEM. HOWEVER, THE MONITOR DISPLAYED ONLY THE FRONT AND CENTER CAMERA VIEWS BUT NOT THE VIEW FROM THE REAR CAMERA. I INSPECTED THE 2830658 CABLE ASSEMBLY AND FOUND THAT IT WAS KINKED NEAR ITS POINT OF CONNECTION TO THE NEXT CABLE ASSEMBLY WHICH GOES THROUGH THE SCRAPER BOWL. I DISCONNECTED THE 2830658 CABLE ASSEMBLY AND CONNECTED THE CAMERA END OF THE 3674855 CABLE ASSEMBLY TO THE CAB</p>
11/30/2015	Service	5129	REPAIR HYDRAULIC CONTROL VALVE	<p>CUSTOMER COMPLAINT: SEVERAL OF THE BOLTS WHICH FASTEN THE CONTROL VALVE TO THE DRAFT FRAME WERE BROKEN. CAUSE OF FAILURE: THE FOUR 8T4133 BOLTS WHICH FASTEN THE 4394599 BRACKET TO THE DRAFT FRAME WERE NOT PROPERLY TIGHTENED. RESULTANT DAMAGE: VIBRATION DURING OPERATION EVENTUALLY CAUSED FATIGUE OF THE FOUR BOLTS UNTIL TWO OF THEM BROKE. THE TWO 1984778 WASHERS ON THE FRONT SIDE OF THE BRACKET WERE LOST WHEN THE BOLTS BROKE. REPAIR PROCESS COMMENTS: ON 11-3-15, I WENT TO THE MACHINE AND INSPECTED THE BRACKET. THE TWO BOLTS THAT HAD BROKEN WERE ON THE FRONT SIDE OF THE BRACKET. I EXTRACTED THE REMAINS OF THE TWO BOLTS THEN REMOVED THE TWO BOLTS AT THE REAR OF THE BRACKET. UPON ATTEMPTING TO UNSCREW THE INNER REAR BOLT, THE BOLT BROKE OFF AS WELL SO I EXTRACTED THE REMAINS OF THE BOLT THEN ORDERED ALL FOUR BOLTS AND TWO WASHERS. I INSTALLED THE FOUR NEW BOLTS AND THE TWO NEW WASHERS AND REUSED THE TWO WASHERS THAT HAD NOT BEEN LOST. HOWARD SCHRAM #4278. SERVICE METER READING: 5237</p>
11/30/2015	Service	5129	TRAVEL TO/FROM	

12/15/2015	Service	5376	TROUBLESHOOT CATALYTIC CONVERTER(DPF)	<p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THAT THE MACHINE WOULD NOT REGENERATE THE FRONT ENGINE DPF. CAUSE OF FAILURE: THE ARD HEAD NOZZLE WAS PLUGGED/RESTRICTED. RESULTANT DAMAGE: THE DPF COULD NOT BE REGENERATED. REPAIR PROCESS COMMENTS: (A315) 11/23/15. I STARTED THE JOB BY LOCATING THE MACHINE. I WAS IN ROANOKE AT THE TIME. THE MACHINE WAS IN PROSPER. I DROVE TO THE MACHINE. AFTER ARRIVING AT THE LOCATION I WAITED A FEW MINUTES FOR THE MACHINE TO PARK. AFTER THE OPERATOR PARKED THE MACHINE I CONNECTED CAT ET. I LOOKED AT THE LOGGED CODES AND EVENTS. I DOWNLOADED A PRODUCT STATUS AND WARRANTY REPORT. NEXT I BEGAN TROUBLESHOOTING THE FAILED TO IGNITE PROBLEM (1025-02). I FOLLOWED THE TROUBLESHOOTING GUIDE (MEDIA NUMBER - UENR0955-36). I LOOKED FOR ANY ASSOCIATED CODES LOGGED WITH THE 1025-02. NO OTHER CODES WERE LOGGED WITH 1025-02. NEXT LOOKED OVER ALL THE COMPONENTS ON THE CEM. ALL LOOKED GOOD. I THEN CHECKED THE ARD HEAD HEATING ELEMENT. IT WAS SENDING APPROXIMATLY 4.5 AMPS TO THE H</p>
12/15/2015	Service	5376	TROUBLESHOOT CATALYTIC CONVERTER(DPF)	<p>CUSTOMER COMPLAINT: THE CUSTOMER STATED THAT THE MACHINE WOULD NOT REGENERATE THE FRONT ENGINE DPF. CAUSE OF FAILURE: THE ARD HEAD NOZZLE WAS PLUGGED/RESTRICTED. RESULTANT DAMAGE: THE DPF COULD NOT BE REGENERATED. REPAIR PROCESS COMMENTS: (A315) 11/23/15. I STARTED THE JOB BY LOCATING THE MACHINE. I WAS IN ROANOKE AT THE TIME. THE MACHINE WAS IN PROSPER. I DROVE TO THE MACHINE. AFTER ARRIVING AT THE LOCATION I WAITED A FEW MINUTES FOR THE MACHINE TO PARK. AFTER THE OPERATOR PARKED THE MACHINE I CONNECTED CAT ET. I LOOKED AT THE LOGGED CODES AND EVENTS. I DOWNLOADED A PRODUCT STATUS AND WARRANTY REPORT. NEXT I BEGAN TROUBLESHOOTING THE FAILED TO IGNITE PROBLEM (1025-02). I FOLLOWED THE TROUBLESHOOTING GUIDE (MEDIA NUMBER - UENR0955-36). I LOOKED FOR ANY ASSOCIATED CODES LOGGED WITH THE 1025-02. NO OTHER CODES WERE LOGGED WITH 1025-02. NEXT LOOKED OVER ALL THE COMPONENTS ON THE CEM. ALL LOOKED GOOD. I THEN CHECKED THE ARD HEAD HEATING ELEMENT. IT WAS SENDING APPROXIMATLY 4.5 AMPS TO THE H</p>
12/15/2015	Service	5376	TRAVEL TO/FROM MACHINE	
12/23/2015	Service	0	INSTALL THERMO KING	
12/28/2015	Service	5379	TROUBLESHOOT WIRING HARNESS	<p>CUSTOMER COMPLAINT: THE MACHINE HAD AN ACTIVE CODE OF 3655-12. CAUSE OF FAILURE: THE INTAKE NOX SENSOR HAD FAILED. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 12/2/15. I STARTED THE JOB BY CONNECTING CAT ET TO THE MACHINE. I CHECKED THE LOGGED CODES AND EVENTS. I DOWNLOADED A PRODUCT STATUS REPORT. I THEN BEGAN TROUBLESHOOTING THE ACTIVE CODE 3655-12. I FOLLOWED TROUBLESHOOTING GUIDE UENR0955-36. I CHECKED ALL CONNECTORS ASSOCIATED WITH THE SENSOR. ALL THE CONNECTIONS WERE GOOD. NEXT I ORDERED THE NEW SENSOR. THE SENSOR WAS AT THE IRVING STORE. I WAS ABLE TO GET THE PART DELIVERED BY FCS CONSTRUCTION. I THEN WAITED FOR THE PART TO BE DELIVERED TO ME. AFTER THE PART ARRIVED I REMOVED THE OLD SENSOR AND INSTALLED THE NEW SENSOR. AFTER THE SENSOR WAS INSTALLED AND SECURED I CONNECTED CAT ET AGAIN. I PERFORMED THE AFTERTREATMENT SYSTEM FUNCTIONAL TEST. THE CODE WAS NO LONGER ACTIVE. I DISCONNECTED CAT ET AND PUT AWAY TOOLS. I THEN CLEANED THE WORK AREA. I RELEASED THE MACH</p>

01/28/2016	Service	5573	REPAIR CLEAN EMISSIONS MODULE	CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD ACTIVE CODES. CAUSE OF FAILURE: THE IGNITION COIL HAS FAILED. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 1/15/16. I STARTED THE JOB BY LOOKING AT THE ACTIVE CODES DISPLAYED ON THE MONITOR. CODE 2465-05: AFTERTREATMENT #1 IGNITION TRANSFORMER PRIMARY : CURRENT BELOW NORMAL WAS ACTIVE. 1239-02 & 03 AFTERTREATMENT DPF#1 CONDITIONS NOT MET FOR ACTIVE REGENERATION WERE ALSO ACTIVE. I FOLLOWED THE TROUBLESHOOTING FOR CODE 2465-05. 1. DETERMINE THE DIAGNOSTIC CODE A. CONNECT CAT@ ELECTRONIC TECHNICIAN (ET) TO THE SERVICE TOOL CONNECTOR. B. USE THE "AFTERTREATMENT #1 IGNITION TRANSFORMER PRIMARY OVERRIDE" ON CAT ET TO TURN ON THE ARD IGNITION SYSTEM. THE ARD IGNITION SYSTEM MUST OPERATE FOR 20 SECONDS IN ORDER FOR A DIAGNOSTIC TROUBLE CODE TO BECOME ACTIVE. SECURELY. C. DETERMINE THE DIAGNOSTIC CODE THAT IS PRESENT. DIAGNOSTIC CODE RESULT: A 2465-5, 2465-6, 3484-5 OR 3484-6 CODE IS PRESENT. PROCEED TO TEST STEP 5. 5.
01/28/2016	Service	5573	TRAVEL TO/FROM MACHINE	
02/03/2016	Service	5691	PERFORM SERVICE ON 500 HR MNT SVR TIER 4	
02/03/2016	Service	5691	TRAVEL TO/FROM MACHINE	
02/03/2016	Service	5691	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:LEWISVILLE, TX SERVICE DATE:2/2/16 TECHNICIAN:A773-3575 SEAT BELT INSTALL DATE:MAR 14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * **** ITEMS REQUIRING FURTHER ATTENTION **** * 1. RIGHT SIDE HATCH CUSHION CYLINDER PIN RETAINING CAP MISSING BOLT AND FOUND 2 LOOSE MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
02/03/2016	Service	5691		
02/26/2016	Service	5738	TROUBLESHOOT TECH. SUPPLIES	CUSTOMER COMPLAINT: AIR CONDITIONING NOT COOLING PROPERLY. CAUSE OF FAILURE: THE CONDENSER HAD A LEAK IN IT AIR CONDITIONING CONDENSER COMPARTMENT. RESULTANT DAMAGE: 3202151 CONDENSER COIL HAD A LEAK IN THE COIL ASSEMBLY. REPAIR PROCESS COMMENTS: ON 2-8-16, I CONNECTED A/C GUAGES TO THE A/C SYSTEM AND CHECKED THE SYSTEM PRESSURES. THE PRESSURERS WERE LOW AND THE COMPRESSOR WAS CYCLING IN AND OUT AS THE LOW SIDE PRESSURE FELL TO ZERO WHICH INDICATED A LOW CHARGE. I ADDED APPROXIMATELY TWO POUNDS OF REFRIGERANT TO THE SYSTEM BUT THE SYSTEM STILL DID NOT COOL PROPERLY SO I INSPECTED THE CONDENSER COIL AND FOUND OIL RESIDUE WITH DIRT. I REMOVED BOTH OF THE CONDENSER FANS TO INSPECT THE COIL MORE CLOSELY CONDENSER COIL ASSEMBLY. I ORDERED A NEW CONDENSER COIL ASSEMBLY, A NEW DRYER, AND SEALS TO REPLACE THE COIL AND DRYER. ON 2-11-16, I RETURNED TO THE MACHINE AND REPLACED THE CONDENSER COIL ASSEMBLY AND THE DRYER. HOWEVER, WHILE APPLYING VACUUM TO THE SYSTEM PRIOR TO CHARGING IT, I FOU
02/26/2016	Service	5738	TROUBLESHOOT TECH. SUPPLIES	CUSTOMER COMPLAINT: AIR CONDITIONING NOT COOLING PROPERLY. CAUSE OF FAILURE: THE CONDENSER HAD A LEAK IN IT AIR CONDITIONING CONDENSER COMPARTMENT. RESULTANT DAMAGE: 3202151 CONDENSER COIL HAD A LEAK IN THE COIL ASSEMBLY. REPAIR PROCESS COMMENTS: ON 2-8-16, I CONNECTED A/C GUAGES TO THE A/C SYSTEM AND CHECKED THE SYSTEM PRESSURES. THE PRESSURERS WERE LOW AND THE COMPRESSOR WAS CYCLING IN AND OUT AS THE LOW SIDE PRESSURE FELL TO ZERO WHICH INDICATED A LOW CHARGE. I ADDED APPROXIMATELY TWO POUNDS OF REFRIGERANT TO THE SYSTEM BUT THE SYSTEM STILL DID NOT COOL PROPERLY SO I INSPECTED THE CONDENSER COIL AND FOUND OIL RESIDUE WITH DIRT. I REMOVED BOTH OF THE CONDENSER FANS TO INSPECT THE COIL MORE CLOSELY CONDENSER COIL ASSEMBLY. I ORDERED A NEW CONDENSER COIL ASSEMBLY, A NEW DRYER, AND SEALS TO REPLACE THE COIL AND DRYER. ON 2-11-16, I RETURNED TO THE MACHINE AND REPLACED THE CONDENSER COIL ASSEMBLY AND THE DRYER. HOWEVER, WHILE APPLYING VACUUM TO THE SYSTEM PRIOR TO CHARGING IT, I FOU
02/26/2016	Service	5738	TRAVEL TO/FROM MACHINE	

04/15/2016	Service Credit	5691	PERFORM SERVICE ON 500 HR MNT SVR TIER 4	
04/15/2016	Service Credit	5691	TRAVEL TO/FROM MACHINE	
04/15/2016	Service Credit	5691	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:LEWISVILLE, TX SERVICE DATE:2/2/16 TECHNICIAN:A773-3575 SEAT BELT INSTALL DATE:MAR 14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * **** ITEMS REQUIRING FURTHER ATTENTION * **** * 1. RIGHT SIDE HATCH CUSHION CYLINDER PIN RETAINING CAP MISSING BOLT AND FOUND 2 LOOSE MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
04/15/2016	Service Credit	5691		
04/15/2016	Service	5691	PERFORM SERVICE ON 500 HR MNT SVR TIER 4	
04/15/2016	Service	5691	TRAVEL TO/FROM MACHINE	
04/15/2016	Service	5691	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:LEWISVILLE, TX SERVICE DATE:2/2/16 TECHNICIAN:A773-3575 SEAT BELT INSTALL DATE:MAR 14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * **** ITEMS REQUIRING FURTHER ATTENTION * **** * 1. RIGHT SIDE HATCH CUSHION CYLINDER PIN RETAINING CAP MISSING BOLT AND FOUND 2 LOOSE MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
04/15/2016	Service	5691		
04/28/2016	Service	6029	REPAIR TURBOCHARGER GP	CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD AN ENGINE OIL LEAK. CAUSE OF FAILURE: THE TURBOCHARGER OUTLET ELBOW WAS CONTACTING THE MACHINE FRAME. RESULTANT DAMAGE: THE ELBOW WAS WORN THRU AND THE TURBOCHARGER WAS BROKE. REPAIR PROCESS COMMENTS: (A315) 3/30/16. I STARTED THE JOB BY TRAVELING TO THE MACHINE. AFTER ARRIVING AT THE MACHINE I LOOKED THE MACHINE OVER FOR THE SOURCE OF THE ENGINE OIL LEAK. I FOUND THE ENGINE OIL LEAK COMING FROM THE TURBOCHARGER. THE TURBOCHARGER OUTLET TO THE AATAC WAS CONTACTING THE MACHINE FRAME. I DOCUMENTED THIS WITH A PICTURE. THE CONTACT WITH THE MACHINE FRAME CAUSED THE ELBOW TO WEAR THRU ON THE BOLTS AND BRACKET ON THE FRAME. THIS ALSO CAUSED THE INLET HOUSING OF THE TURBOCHARGER TO BREAK CAUSING THE ENGINE OIL LEAK. I THEN HAD A WORK ORDER OPENED. I LOOKED UP PARTS AND ORDERED THE PARTS. SOME OF THE PARTS WERE BACK ORDERED TO WACO. THE OUTLET ELBOW WAS BACK ORDERED OUT OF THE COUNTRY. I DRAINED THE COOLANT FROM THE ENGINE. NEXT I THE REM
04/28/2016	Service	6029	REPAIR TURBOCHARGER GP	CUSTOMER COMPLAINT: THE CUSTOMER STATED THE MACHINE HAD AN ENGINE OIL LEAK. CAUSE OF FAILURE: THE TURBOCHARGER OUTLET ELBOW WAS CONTACTING THE MACHINE FRAME. RESULTANT DAMAGE: THE ELBOW WAS WORN THRU AND THE TURBOCHARGER WAS BROKE. REPAIR PROCESS COMMENTS: (A315) 3/30/16. I STARTED THE JOB BY TRAVELING TO THE MACHINE. AFTER ARRIVING AT THE MACHINE I LOOKED THE MACHINE OVER FOR THE SOURCE OF THE ENGINE OIL LEAK. I FOUND THE ENGINE OIL LEAK COMING FROM THE TURBOCHARGER. THE TURBOCHARGER OUTLET TO THE AATAC WAS CONTACTING THE MACHINE FRAME. I DOCUMENTED THIS WITH A PICTURE. THE CONTACT WITH THE MACHINE FRAME CAUSED THE ELBOW TO WEAR THRU ON THE BOLTS AND BRACKET ON THE FRAME. THIS ALSO CAUSED THE INLET HOUSING OF THE TURBOCHARGER TO BREAK CAUSING THE ENGINE OIL LEAK. I THEN HAD A WORK ORDER OPENED. I LOOKED UP PARTS AND ORDERED THE PARTS. SOME OF THE PARTS WERE BACK ORDERED TO WACO. THE OUTLET ELBOW WAS BACK ORDERED OUT OF THE COUNTRY. I DRAINED THE COOLANT FROM THE ENGINE. NEXT I THE REM
04/28/2016	Service	6029	TRAVEL TO/FROM MACHINE	
06/08/2016	Service	6163	INSPECT	
06/08/2016	Service	6163	PERFORM SERVICE ON 2000 HR MNT SVR TIER 4	
06/08/2016	Service	6163	TRAVEL TO/FROM MACHINE	

06/08/2016	Service	6163	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION: WASHINGTON DR AND PENNSYLVANIA AVE. MELISSA TX SERVICE DATE: 6/7/16 TECHNICIAN: JUAN / LEE SEAT BELT INSTALL DATE: MAR 14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * YES **** ITEMS REQUIRING FURTHER ATTENTION ***** 1. FRONT ENGINE FILL TUBE LEAK CLOSE TO THE VAVLE COVER 2. OIL PAN LEAK IN FRONT ENGINE 3. FRONT ENGINE COOLANT LEAK DID NOT SEE FROM WHERE 4. REAR ENGINE HAS A OIL PAN LEAK 5. REAR ENGINE WAS LOW ON TRANS OIL DID NOT SEE A LEAK 6. FOUND METAL SHAVINGS ON FRONT TRANS PLUG 7. FOUND METAL SHAVINGS ON FRONT DIFF PLUG MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
06/08/2016	Service	6163		
06/08/2016	Service	6163	INSPECT	
06/09/2016	Service Credit	6163	INSPECT	
06/09/2016	Service Credit	6163	PERFORM SERVICE ON 2000 HR MNT SVR TIER 4	
06/09/2016	Service Credit	6163	TRAVEL TO/FROM MACHINE	
06/09/2016	Service Credit	6163	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION: WASHINGTON DR AND PENNSYLVANIA AVE. MELISSA TX SERVICE DATE: 6/7/16 TECHNICIAN: JUAN / LEE SEAT BELT INSTALL DATE: MAR 14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * YES **** ITEMS REQUIRING FURTHER ATTENTION ***** 1. FRONT ENGINE FILL TUBE LEAK CLOSE TO THE VAVLE COVER 2. OIL PAN LEAK IN FRONT ENGINE 3. FRONT ENGINE COOLANT LEAK DID NOT SEE FROM WHERE 4. REAR ENGINE HAS A OIL PAN LEAK 5. REAR ENGINE WAS LOW ON TRANS OIL DID NOT SEE A LEAK 6. FOUND METAL SHAVINGS ON FRONT TRANS PLUG 7. FOUND METAL SHAVINGS ON FRONT DIFF PLUG MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
06/09/2016	Service Credit	6163		
06/09/2016	Service Credit	6163	INSPECT	
06/09/2016	Service	6163	INSPECT	
06/09/2016	Service	6163	PERFORM SERVICE ON 2000 HR MNT SVR TIER 4	
06/09/2016	Service	6163	TRAVEL TO/FROM MACHINE	
06/09/2016	Service	6163	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION: WASHINGTON DR AND PENNSYLVANIA AVE. MELISSA TX SERVICE DATE: 6/7/16 TECHNICIAN: JUAN / LEE SEAT BELT INSTALL DATE: MAR 14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * YES **** ITEMS REQUIRING FURTHER ATTENTION ***** 1. FRONT ENGINE FILL TUBE LEAK CLOSE TO THE VAVLE COVER 2. OIL PAN LEAK IN FRONT ENGINE 3. FRONT ENGINE COOLANT LEAK DID NOT SEE FROM WHERE 4. REAR ENGINE HAS A OIL PAN LEAK 5. REAR ENGINE WAS LOW ON TRANS OIL DID NOT SEE A LEAK 6. FOUND METAL SHAVINGS ON FRONT TRANS PLUG 7. FOUND METAL SHAVINGS ON FRONT DIFF PLUG MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
06/09/2016	Service	6163		
06/09/2016	Service	6163	INSPECT	
08/15/2016	Service	6296	INSPECT	
08/15/2016	Service	6296	TAKE&ANALYZE SOS SAMPLE	
08/15/2016	Service	6296	TRAVEL TO/FROM MACHINE	
08/15/2016	Service	6296	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION: 2193 POST OAK DR. CORINTH, TX SERVICE DATE: 8-10-16 TECHNICIAN: RYAN ADRIAN SEAT BELT INSTALL DATE: MAR-14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * YES **** ITEMS REQUIRING FURTHER ATTENTION ***** 1. SAMPLED ALL 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	6296		
08/15/2016	Service	6296	INSPECT	
09/07/2016	Service	6127	REPLACE WITH REMAN MACHINE	

09/07/2016	Service	6127	REPAIR HYDRAULIC HOSES/LINES	<p>REPAIR PROCESS COMMENTS: AS PER JD GREINER, ALL HOSES THAT WERE DETERIORATING OR WERE RUBBING THOUGH WERE REPLACED. REPLACED HYDRAULIC LINES: 321-5668, 377-5779, 377-5780, 377-8585, 377-8586, 424-8953, AND 441-0709. THESE WERE ALL DUE TO RUB THROUGH AND 441-0709. THESE WERE ALL DUE TO RUB THROUGH AND DETERIORATION. HOSE 423-5955 WAS LEAKING AT CRIMP FITTING ON BRAKE VALVE AND NEEDED REPLACEMENT. REPLACED ALL O-RINGS WHEN LINES WERE REPLACED. LINES WERE REROUTED AS NEEDED TO LIMIT FUTURE RUBBING. TECH: 3255 DAN MACDONALD</p>
09/07/2016	Service	6127	INSTALL WHEEL(S)	<p>OBTAINED PARTS FOR FENDER SCRAPER UPDATE PROVIDED BY CAT SUPPORT. REMOVED RIGHT SIDE REAR FENDER SUPPORT ON TRACTOR. USING PROVIDED INSTRUCTIONS, MARKED AND DRILLED HOLES FOR PROVIDED SPACERS TO BE INSERTED. INSTALLED SPACERS INTO DRILLED HOLES AND ATTACHED NEW PLASTIC SCRAPERS ON SUPPORT WITH PROVIDED NUTS, BOLTS AND WASHERS. REINSTALLED SUPPORT BACK ONTO FENDER. REMOVED LEFT SIDE REAR FENDER SUPPORT. MARKED AND DRILLED HOLES FOR PROVIDED SPACERS TO BE INSERTED. INSTALLED SPACERS INTO DRILLED HOLES AND ATTACHED NEW PLASTIC SCRAPERS ON SUPPORT WITH PROVIDED NUTS, BOLTS AND WASHERS. CONFIRMED CORRECT FIT AFTER MUD SCRAPERS WERE INSTALLED. TECH: 3255 DAN MACDONALD</p>
09/07/2016	Service	6127	FABRICATE WORK SOLICITATION	<p>FABRICATED BELLY PANS PER CATS REQUEST.</p>
09/07/2016	Service	6127	WELD GUARDS	<p>5/9/16 PRODUCT UPDATE ON BOTTOM GUARD UNDERNEATH CAB. CUT OFF OLD FLAT BAR AND GROUND DOWN SMOOTH. MEASURED THE POSITION OF NEW FLAT BARS(4). TACK WELD NEW BARS IN PLACE AND WELD OUT. CLEANED AND PAINTED. HAD TO TRIM NEW BOTTOM GUARD TO FIT PROPERLY AND CUT SOME NEW HOLES. CLEANED AND PAINTED. BOLT NEW BOTTOM GUARD IN PLACE. TECH:3304</p>
09/07/2016	Service	6127	PRODUCT PROGRAM UPDATE ENGINE, E.C.M. (FLASH)	<p>REPAIR PROCESS COMMENTS: CONNECTED ET TO MACHINE. RECEIVED NEW SOFTWARE FOR MACHINE. SAVED FILE TO FOLDER AND FLASHED ECM. AFTER INSTALLING NEW SOFTWARE, FOUND TWO FAULT CODES COME UP FOR EMISSIONS. CHECKED OLD AND NEW SOFTWARE FILES. FOUND THE REAR ENGINE SOFTWARE NEEDED TO BE UPDATED ALONG WITH THE AFTER TREATMENT SOFTWARE. ONCE BOTH ENGINE AND AFTER TREATMENT UPDATED SOFTWARE WERE INSTALLED, THERE WERE NO MORE ACTIVE CODES. CONFIRMED PROPER OPERATION. TECH: 3593 MIGUEL RAYGOZA</p>
09/07/2016	Service	6127	PRODUCT PROGRAM UPDATE FUEL SYSTEM	<p>PERFORMED UPDATE PS52927 AS INSTRUCTED. DETACHED AND MOVED ELECTRIC FUEL PUMP AND THE 3 FILTER SENSOR HARNESSES TO ONE SIDE. REMOVED FUEL FILTER MANIFOLD AND SET ASIDE. ROTATED ENGINE TO SET TIMING MARK ON FUEL PUMP. INSTALLED TIMING PIN IN FUEL PUMP. REMOVED METAL BRACKETRY FOR CLEAN AIR MODULE BLOCKING FUEL INJECTION PUMP. DISCONNECTED FUEL LINES FROM FUEL PUMP AND PLUGGED THEM. REMOVED FUEL INJECTION PUMP FROM ENGINE. BEGAN TRANSFERRING FUEL LINE FITTINGS FROM OLD FUEL INJECTION PUMP TO NEW FUEL PUMP. INSTALLED PLUG IN PLACE OF TIMING PIN. RECONNECTED FUEL LINES AND INSTALLED ALL REMOVED BRACKETRY. INSTALLED FUEL FILTER MANIFOLD. INSTALLED ALL DISCONNECTED HARNESSES. RAN ELECTRIC FUEL PUMP TO PRIME SYSTEM. CONFIRMED NO LEAKS. STARTED AND RAN ENGINE UNTIL HOT. NO OTHER ISSUES NOTED. TECH: 3255 DAN MACDONALD</p>
09/07/2016	Service	6127	TRAVEL TO/FROM MACHINE	

09/07/2016	Service	6127	PRODUCT PROGRAM UPDATE ENGINE,E.C.M. (FLASH)	REPAIR PROCESS COMMENTS: CONNECTED ET TO MACHINE. RECEIVED NEW SOFTWARE FOR MACHINE. SAVED FILE TO FOLDER AND FLASHED ECM. AFTER INSTALLING NEW SOFTWARE, FOUND TWO FAULT CODES COME UP FOR EMISSIONS. CHECKED OLD AND NEW SOFTWARE FILES. FOUND THE REAR ENGINE SOFTWARE NEEDED TO BE UPDATED ALONG WITH THE AFTER TREATMENT SOFTWARE. ONCE BOTH ENGINE AND AFTER TREATMENT UPDATED SOFTWARE WERE INSTALLED, THERE WERE NO MORE ACTIVE CODES. CONFIRMED PROPER OPERATION. TECH: 3593 MIGUEL RAYGOZA
09/07/2016	Service	6127	REPAIR HYDRAULIC HOSES/LINES	REPAIR PROCESS COMMENTS: AS PER JD GREINER, ALL HOSES THAT WERE DETERIORATING OR WERE RUBBING THOUGH WERE REPLACED. REPLACED HYDRAULIC LINES: 321-5668, 377-5779, 377-5780, 377-8585, 377-8586, 424-8953, AND 441-0709. THESE WERE ALL DUE TO RUB THROUGH AND 441-0709. THESE WERE ALL DUE TO RUB THROUGH AND DETERIORATION. HOSE 423-5955 WAS LEAKING AT CRIMP FITTING ON BRAKE VALVE AND NEEDED REPLACEMENT. REPLACED ALL O-RINGS WHEN LINES WERE REPLACED. LINES WERE REROUTED AS NEEDED TO LIMIT FUTURE RUBBING. TECH: 3255 DAN MACDONALD
09/07/2016	Service	6127	INSTALL WHEEL(S)	OBTAINED PARTS FOR FENDER SCRAPER UPDATE PROVIDED BY CAT SUPPORT. REMOVED RIGHT SIDE REAR FENDER SUPPORT ON TRACTOR. USING PROVIDED INSTRUCTIONS, MARKED AND DRILLED HOLES FOR PROVIDED SPACERS TO BE INSERTED. INSTALLED SPACERS INTO DRILLED HOLES AND ATTACHED NEW PLASTIC SCRAPERS ON SUPPORT WITH PROVIDED NUTS, BOLTS AND WASHERS. REINSTALLED SUPPORT BACK ONTO FENDER. REMOVED LEFT SIDE REAR FENDER SUPPORT. MARKED AND DRILLED HOLES FOR PROVIDED SPACERS TO BE INSERTED. INSTALLED SPACERS INTO DRILLED HOLES AND ATTACHED NEW PLASTIC SCRAPERS ON SUPPORT WITH PROVIDED NUTS, BOLTS AND WASHERS. CONFIRMED CORRECT FIT AFTER MUD SCRAPERS WERE INSTALLED. TECH: 3255 DAN MACDONALD
09/07/2016	Service	6127	REPAIR TORQUE CONVERTER	
09/07/2016	Service	6127	PRODUCT PROGRAM UPDATE FUEL SYSTEM	PREFORMED UPDATE PS52927 AS INSTRUCTED. DETACHED AND MOVED ELECTRIC FUEL PUMP AND THE 3 FILTER SENSOR HARNESSSES TO ONE SIDE. REMOVED FUEL FILTER MANIFOLD AND SET ASIDE. ROTATED ENGINE TO SET TIMING MARK ON FUEL PUMP. INSTALLED TIMING PIN IN FUEL PUMP. REMOVED METAL BRACKETRY FOR CLEAN AIR MODULE BLOCKING FUEL INJECTION PUMP. DISCONNECTED FUEL LINES FROM FUEL PUMP AND PLUGGED THEM. REMOVED FUEL INJECTION PUMP FROM ENGINE. BEGAN TRANSFERRING FUEL LINE FITTINGS FROM OLD FUEL INJECTION PUMP TO NEW FUEL PUMP. INSTALLED PLUG IN PLACE OF TIMING PIN. RECONNECTED FUEL LINES AND INSTALLED ALL REMOVED BRACKETRY. INSTALLED FUEL FILTER MANIFOLD. INSTALLED ALL DISCONNECTED HARNESSSES. RAN ELECTRIC FUEL PUMP TO PRIME SYSTEM. CONFIRMED NO LEAKS. STARTED AND RAN ENGINE UNTIL HOT. NO OTHER ISSUES NOTED. TECH: 3255 DAN MACDONALD
09/07/2016	Service	6127	FABRICATE WORK SOLICITATION	FABRICATED BELLY PANS PER CATS REQUEST.
09/07/2016	Service	6127	TRAVEL TO/FROM MACHINE	
09/07/2016	Service	6127	REPLACE WITH REMAN MACHINE	
09/07/2016	Service	6127	WELD GUARDS	5/9/16 PRODUCT UPDATE ON BOTTOM GUARD UNDERNEATH CAB. CUT OFF OLD FLAT BAR AND GROUND DOWN SMOOTH. MEASURED THE POSITION OF NEW FLAT BARS(4). TACK WELD NEW BARS IN PLACE AND WELD OUT. CLEANED AND PAINTED.HAD TO TRIM NEW BOTTOM GUARD TO FIT PROPERLY AND CUT SOME NEW HOLES. CLEANED AND PAINTED.BOLT NEW BOTTOM GUARD IN PLACE. TECH:3304

10/26/2016 Service 6652 TROUBLESHOOT ENGINE SPEED SENSOR

CUSTOMER COMPLAINT: FAULT CODE ACTIVE ASSOCIATED WITH SCRAPER ENGINE. CAUSE OF FAILURE: THE PLUG IN THE 3781049 ENGINE HARNESS WHICH CONNECTS TO THE SECONDARY ENGINE SPEED SENSOR WAS NOT COMPLETELY PLUGGED INTO THE SENSOR. RESULTANT DAMAGE: NO SIGNAL FROM THE SECONDARY ENGINE SPEED SENSOR WAS DETECTED BY THE ENGINE ECM. FAULT CODE 198-8 WAS ACTIVE. NO DAMAGE. REPAIR PROCESS COMMENTS: ON 10-12-16, I WENT TO THE MACHINE AND FOUND FAULT CODE 198-8 "ENGINE SPEED SENSOR: ERRATIC, INTERMITTENT, OR INCORRECT" WAS ACTIVE. I INSPECTED THE WIRING AND FOUND THAT THE PLUG FOR THE SENSOR WAS NOT PLUGGED IN ALL THE WAY IN THE SENSOR. I INSPECTED THE PLUG AND FOUND THAT IT WAS CLEAN AND UNDAMAGED SO I RECONNECTED IT AND ENSURED THAT IT LATCHED IN PLACE THEN STARTED THE ENGINE AND CHECKED THE CODE AGAIN. THE CODE WAS NOW INACTIVE WHICH CONFIRMED THAT PROPER CONNECTION WAS RESTORED. I RETURNED THE MACHINE TO OPERATION. HOWARD SCHRAM #4278. SERVICE METER READING: 6652. MACHINE LOCATION: LITTLE

10/26/2016 Service 6652 TROUBLESHOOT NOX SENSOR

CUSTOMER COMPLAINT: FAULT CODES AND OPERATOR INDUCEMENTS ACTIVE ASSOCIATED WITH SCRAPER ENGINE. CAUSE OF FAILURE: THE WIRES OF THE 3599172 EXHAUST OUTLET NOX SENSOR WERE RUBBING AGAINST THE 4526161 BRACKET ASSEMBLY IN THE 4402168 AIR CLEANER GROUP. RESULTANT DAMAGE: THE INSULATION RUBBED OFF THE WIRES BETWEEN THE SENSOR MODULE AND THE SENSOR PROBE UNTIL THE WIRES BEGAN GROUNDING AGAINST THE BRACKET ASSEMBLY AND DISRUPTING THE OPERATION OF THE SENSOR. REPAIR PROCESS COMMENTS: ON 10-12-16, I WENT TO THE MACHINE AND CONNECTED E.T. I DOWNLOADED A PRODUCT STATUS REPORT AND CHECKED FAULT CODES AND EVENT CODES. FAULT CODE 3609-11 "AFTER TREATMENT #1 OUTLET #1 NOX LEVEL SENSOR: OTHER FAILURE MODE" HAD BEEN LOGGED NUMEROUS TIMES BUT WAS NOT CURRENTLY ACTIVE. LEVEL 1 AND LEVEL 2 EVENT CODES FOR OPERATOR INDUCEMENTS HAD BEEN LOGGED IN THE SCRAPER ENGINE ECM NUMEROUS TIMES BUT NEITHER WERE CURRENTLY ACTIVE. I DISCONNECTED THE 3599171 AND 3599172 EXHAUST OUTLET NOX LEVEL SENSORS AND CHECKED THE VO

10/26/2016 Service 6652 TROUBLESHOOT ENGINE SPEED SENSOR

CUSTOMER COMPLAINT: FAULT CODE ACTIVE ASSOCIATED WITH SCRAPER ENGINE. CAUSE OF FAILURE: THE PLUG IN THE 3781049 ENGINE HARNESS WHICH CONNECTS TO THE SECONDARY ENGINE SPEED SENSOR WAS NOT COMPLETELY PLUGGED INTO THE SENSOR. RESULTANT DAMAGE: NO SIGNAL FROM THE SECONDARY ENGINE SPEED SENSOR WAS DETECTED BY THE ENGINE ECM. FAULT CODE 198-8 WAS ACTIVE. NO DAMAGE. REPAIR PROCESS COMMENTS: ON 10-12-16, I WENT TO THE MACHINE AND FOUND FAULT CODE 198-8 "ENGINE SPEED SENSOR: ERRATIC, INTERMITTENT, OR INCORRECT" WAS ACTIVE. I INSPECTED THE WIRING AND FOUND THAT THE PLUG FOR THE SENSOR WAS NOT PLUGGED IN ALL THE WAY IN THE SENSOR. I INSPECTED THE PLUG AND FOUND THAT IT WAS CLEAN AND UNDAMAGED SO I RECONNECTED IT AND ENSURED THAT IT LATCHED IN PLACE THEN STARTED THE ENGINE AND CHECKED THE CODE AGAIN. THE CODE WAS NOW INACTIVE WHICH CONFIRMED THAT PROPER CONNECTION WAS RESTORED. I RETURNED THE MACHINE TO OPERATION. HOWARD SCHRAM #4278. SERVICE METER READING: 6652. MACHINE LOCATION: LITTLE

10/26/2016	Service	6652	TROUBLESHOOT NOX SENSOR	CUSTOMER COMPLAINT: FAULT CODES AND OPERATOR INDUCEMENTS ACTIVE ASSOCIATED WITH SCRAPER ENGINE. CAUSE OF FAILURE: THE WIRES OF THE 3599172 EXHAUST OUTLET NOX SENSOR WERE RUBBING AGAINST THE 4526161 BRACKET ASSEMBLY IN THE 4402168 AIR CLEANER GROUP. RESULTANT DAMAGE: THE INSULATION RUBBED OFF THE WIRES BETWEEN THE SENSOR MODULE AND THE SENSOR PROBE UNTIL THE WIRES BEGAN GROUNDING AGAINST THE BRACKET ASSEMBLY AND DISRUPTING THE OPERATION OF THE SENSOR. REPAIR PROCESS COMMENTS: ON 10-12-16, I WENT TO THE MACHINE AND CONNECTED E.T. I DOWNLOADED A PRODUCT STATUS REPORT AND CHECKED FAULT CODES AND EVENT CODES. FAULT CODE 3609-11 "ATERTREATMENT #1 OUTLET #1 NOX LEVEL SENSOR: OTHER FAILURE MODE" HAD BEEN LOGGED NUMEROUS TIMES BUT WAS NOT CURRENTLY ACTIVE. LEVEL 1 AND LEVEL 2 EVENT CODES FOR OPERATOR INDUCEMENTS HAD BEEN LOGGED IN THE SCRAPER ENGINE ECM NUMEROUS TIMES BUT NEITHER WERE CURRENTLY ACTIVE. I DISCONNECTED THE 3599171 AND 3599172 EXHAUST OUTLET NOX LEVEL SENSORS AND CHECKED THE VO
10/26/2016	Service	6652	TRAVEL TO/FROM MACHINE	
11/08/2016	Service	6728	INSPECT	
11/08/2016	Service	6728	PERFORM SERVICE ON 500 HR MNT SVR TIER 4	
11/08/2016	Service	6728	TRAVEL TO/FROM MACHINE	
11/08/2016	Service	6728	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION: KCKINNEY SERVICE DATE: 10-26-16 TECHNICIAN: A971 SEAT BELT INSTALL DATE: NO DATE MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE. *****ITEMS REQUIRING FURTHER ATTENTION***** NOTHING TO REPORT MACHINE WAS IDLED FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED. THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING. ALL FILTERS INSTALLED AS PER PM SCHEDULE
11/08/2016	Service	6728		
11/08/2016	Service	6728	INSPECT	
11/21/2016	Service	6270	REPLACE WITH REMAN MACHINE	
11/21/2016	Service	6270	TROUBLESHOOT TRANSMISSION	CUSTOMER COMPLAINT: HIGH TRACTOR POWER TRAIN OIL TEMPERATURE. CAUSE OF FAILURE: 1. ONE OF THE 6V8213 BOLTS RETAINING THE #1 2588987 CLUTCH MODULATING VALVE TO THE MAIN CONTROL VALVE WAS LOOSE. 2. THERE WAS TOO MUCH INTERNAL LEAKAGE IN THE TORQUE CONVERTER. RESULTANT DAMAGE: INSUFFICIENT FLOW OF OIL THROUGH TRACTOR POWER TRAIN OIL SYSTEM AND OIL COOLER. REPAIR PROCESS COMMENTS: ON 6-16-16, I WENT TO THE MACHINE AND CONNECTED E.T. EVENT CODE E1479(3) HAD BEEN LOGGED NUMEROUS TIMES. I FIRST CHECKED THE RADIATOR. THE RADIATOR WAS DIRTY SO I REMOVED THE ENGINE HOOD AND THE FRONT GRILLE AND THOROUGHLY CLEANED THE RADIATOR THEN TOLD THE OPERATOR TO RESUME OPERATION FOR THE REMAINDER OF THE WORK SHIFT WHICH WAS APPROXIMATELY ONE HOUR. WHEN THE OPERATOR PARKED THE MACHINE AFTER THE WORK SHIFT, THE HIGH TRACTOR POWER TRAIN OIL TEMPERATURE EVNET CODE HAD NOT BECOME ACTIVE AGAIN. ON 6-17-16, THE OPERATOR REPORTED THAT THE E1479(3) HIGH TRACTOR POWER TRAIN OIL TEMPERATURE EVENT CODE HAD ACTIVAT

11/21/2016	Service	6270	REPAIR TRANSMISSION	<p>CUSTOMER COMPLAINT: TRANSMISSION OVERHEATING / CAUSE OF FAILURE: / REPAIR PROCESS COMMENTS: CUSTOMER WAS COMPLAINING THAT TRANSMISSION AND TORQUE CONVERTER WAS GETTING HOT WHILE MAKING A CUT. PULLED MACHINE INTO SHOP. FIRST THING DONE WAS TOOK A PSR AND SENT TO DAN WRIGHT AND JD GREINER. (SEE ATTACHED) BIASED ON THE INFO OF THE PSR WE CAME UP WITH A TROUBLESHOOTING PLAN. REMOVED TRANSMISSION FILTER AND CUT OPEN TO LOOK FOR DEBRIS. NO ABNORMAL DEBRIS WAS FOUND. CUT OPEN REAR TRANSMISSION FILTER AND FOUND NOTHING ABNORMAL. REPLACED WITH NEW FILTER ELEMENTS. TOOK SOS SAMPLES ON THE FOLLOWING: FRONT TRANSMISSION FLUID, FRONT HYDRAULIC FLUID, FRONT ENGINE COOLANT AND REAR TRANSMISSION FLUID. SENT OFF FOR TESTING. REMOVED BELLY PANS OFF TRACTOR PORTION OF MACHINE. REMOVED LOWER FAN GUARD AND PUT REFLECTIVE TAPE ON FAN. POSITIONED PHOTOTACH SENSOR TO TAKE DIRECT READING OFF FAN. GOT MACHINE WARM AND STALLED FRONT CONVERTER UNTIL HOT. NOTED FAN RPM VIA MULTITOOL. COMPARED TO RPM</p>
11/21/2016	Service	6270	REMV-REPR FOR WARR-INSTL WIRING HARNESS	<p>REPAIR PROCESS COMMENTS: NOTED THAT FOUND THAT PS45031 WAS COMPLETED BACK IN APRIL OF 2016. UPON DRIVING MACHINE IN THE YARD, FOUND THAT WHEN THE MACHINE MADE A HARD RIGHT TURN, DIAGNOSTIC CODE FOR A EJECTOR CYLINDER ROD END PRESSURE SENSOR : VOLTAGE ABOVE NORMAL WOULD OCCUR. FOUND IN THE HISTORY THIS CODE HAS OCCURED MORE THAN 100 TIMES. ONCE MACHINE WOULD STRAIGHTEN BACK OUT, THE CODE WOULD DISAPPEAR. ALSO WHEN RAISING THE BOWL UP AND DOWN, THE CODE WOULD APPEAR AND DISAPPEAR. INSPECTED THE HARNESS AND FOUND NOTHING WRONG FROM THE OUTSIDE OF IT. FOUND THAT PIN #55 WAS THE SIGNAL WIRE FOR THE SENSOR. JUMPED HARNESS WITH NEW WIRE FROM BOTH PIN 55'S AND FOUND THAT THE ISSUE DISAPPEARED. ORDERED UPDATED HARNESS PN# 487-3105 TO REPLACE FAULTY UPDATED HARNESS INSTALLED ON MACHINE. REMOVED LOWER BELLY PAN TO GAIN ACCESS TO THE LOWER PART OF THE HARNESS. PREFORMED THE SAME LABOR AS OUTLINED IN M0069049-00 FOR GROUP 1. AFTER NEW HARNESS WAS INSTALLED, BOLTED UP BELLY PANS AND RETESTE</p>
11/21/2016	Service	6270	REMOVE AND INSTALL ENGINE,E.C.M.(FLASH)	<p>REPAIR PROCESS COMMENTS: TOOK PSR BEFORE REMOVAL OF FRONT ENGINE ECM. REMOVED SOUND BAFFLE UNDER AC UNIT. REMOVED MIDDLE BELLY PAN TO GAIN ACCESS. REMOVED FUEL LINE TO GAIN ACCESS TO ECM. REMOVED LOWER BRACKET THAT BOLTS TO ECM BOLTS. REMOVED WIRE TIES THAT HELD WIRES TO BRACKET. REMOVED BOTH ECM PLUGS OFF ECM. REMOVED BOLTS HOLDING ECM TO ENGINE. REMOVED ECM FROM ENGINE. MOVED ISOLATORS FROM OLD ECM TO NEW ECM. INSTALLED NEW ECM ONTO ENGINE. REPLACED WIRE BRACKET ON LOWER BOLTS. REPLACED CUT WIRE TIES. REINSTALLED FUEL LINE. ATTACHED WIRE HARNESS PLUGS TO ECM. DOWNLOADED AND FLASHED ECM WITH LATEST SOFTWARE VIA CAT ET. USED PSR AND REASSIGNED INJECTOR TRIM FILES TO EACH INJECTOR. OBTAINED TIMING KIT AND SET TIMING CALIBRATION VA ACCESS PLUG ON SIDE OF ENGINE. CLEARED CODES AND TOOK NEW PSR FOR REFERENCE (SEE ATTACHED). REPLACED SOUND BAFFLE AND MIDDLE BELLY PAN. TECH: 3255 DAN MACDONALD</p>

11/21/2016	Service	6270	REPAIR FOR WARRANTY: CLEAN EMISSIONS MODULE	<p>REPAIR PROCESS COMMENTS: WHEN DRIVING MACHINE IN YARD TO DIAGNOSE TRANSMISSION ISSUES, A TROUBLE CODE POPPED UP FOR THE REAR ENGINE EMISSIONS - NOX INLET SENSOR. FOUND THAT THE INLET NOX SENSOR FOR THE REAR CLEAN AIR UNIT WAS POPPING A CODE. TESTED THE WIRES GOING TO THE SENSOR FROM THE ECM FOR CONTINUITY, POWER AND GROUND. FOUND ALL TO BE GOOD. ORDERED NEW SENSOR AND FOLLOWED DIRECTIONS AS OUTLINED IN REHS8151-08. CUT MACHINES POWER VIA THE BATTERY CUT OFF. REMOVED OLD SENSOR AND INSTALLED NEW UNIT ONTO MACHINE. RECONNECTED POWER ON MACHINE AND RAN AN AFTERTREATMENT VERIFICATION TEST TO ALLOW THE ECM TO FIND THE NEW SENSOR. AFTER TEST, FOUND TROUBLE CODE TO HAVE DISAPPEARED AND EMISSIONS UNIT FUNCTIONED AS NORMAL. BOXED AND TURNED OLD SENSOR IN FOR WARRANTY. CONFIRMED CORRECT OPERATION AFTER INSTALL. TECH: 3255 DAN MACDONALD</p>
11/21/2016	Service	6270	TROUBLESHOOT TRANSMISSION	<p>CUSTOMER COMPLAINT: HIGH TRACTOR POWER TRAIN OIL TEMPERATURE. CAUSE OF FAILURE: 1. ONE OF THE 6V8213 BOLTS RETAINING THE #1 2588987 CLUTCH MODULATING VALVE TO THE MAIN CONTROL VALVE WAS LOOSE. 2. THERE WAS TOO MUCH INTERNAL LEAKAGE IN THE TORQUE CONVERTER. RESULTANT DAMAGE: INSUFFICIENT FLOW OF OIL THROUGH TRACTOR POWER TRAIN OIL SYSTEM AND OIL COOLER. REPAIR PROCESS COMMENTS: ON 6-16-16, I WENT TO THE MACHINE AND CONNECTED E.T. EVENT CODE E1479(3) HAD BEEN LOGGED NUMEROUS TIMES. I FIRST CHECKED THE RADIATOR. THE RADIATOR WAS DIRTY SO I REMOVED THE ENGINE HOOD AND THE FRONT GRILLE AND THOROUGHLY CLEANED THE RADIATOR THEN TOLD THE OPERATOR TO RESUME OPERATION FOR THE REMAINDER OF THE WORK SHIFT WHICH WAS APPROXIMATELY ONE HOUR. WHEN THE OPERATOR PARKED THE MACHINE AFTER THE WORK SHIFT, THE HIGH TRACTOR POWER TRAIN OIL TEMPERATURE EVNET CODE HAD NOT BECOME ACTIVE AGAIN. ON 6-17-16, THE OPERATOR REPORTED THAT THE E1479(3) HIGH TRACTOR POWER TRAIN OIL TEMPERATURE EVENT CODE HAD ACTIVAT</p>
11/21/2016	Service	6270	REPAIR TRANSMISSION	<p>CUSTOMER COMPLAINT: TRANSMISSION OVERHEATING / CAUSE OF FAILURE: / REPAIR PROCESS COMMENTS: CUSTOMER WAS COMPLAINING THAT TRANSMISSION AND TORQUE CONVERTER WAS GETTING HOT WHILE MAKING A CUT. PULLED MACHINE INTO SHOP. FIRST THING DONE WAS TOOK A PSR AND SENT TO DAN WRIGHT AND JD GREINER. (SEE ATTACHED) BIASED ON THE INFO OF THE PSR WE CAME UP WITH A TROUBLESHOOTING PLAN. REMOVED TRANSMISSION FILTER AND CUT OPEN TO LOOK FOR DEBRIS. NO ABNORMAL DEBRIS WAS FOUND. CUT OPEN REAR TRANSMISSION FILTER AND FOUND NOTHING ABNORMAL. REPLACED WITH NEW FILTER ELEMENTS. TOOK SOS SAMPLES ON THE FOLLOWING: FRONT TRANSMISSION FLUID, FRONT HYDRAULIC FLUID, FRONT ENGINE COOLANT AND REAR TRANSMISSION FLUID. SENT OFF FOR TESTING. REMOVED BELLY PANS OFF TRACTOR PORTION OF MACHINE. REMOVED LOWER FAN GUARD AND PUT REFLECTIVE TAPE ON FAN. POSITIONED PHOTOTACH SENSOR TO TAKE DIRECT READING OFF FAN. GOT MACHINE WARM AND STALLED FRONT CONVERTER UNTIL HOT. NOTED FAN RPM VIA MULTITOOL. COMPARED TO RPM</p>
11/21/2016	Service	6270	REPAIR BRAKE LINES	<p>CUSTOMER COMPLAINT: BRAKE LINE BENT / CAUSE OF FAILURE: BENT FROM ROCKS AND DEBRIS / REPAIR PROCESS COMMENTS: THE BRAKE PUMP SUCTION LINE BETWEEN THE HYDRAULIC TANK TO BRAKE PUMP WAS CRUSHED DOWN TO HALF ITS NORMAL SIZE. DRAINED HYDRAULIC TANK AND REPLACED BOTH METAL TUBES, RUBBER EXPANSION PIECE, O-RINGS AND CLAMPS IN AN EFFORT TO HELP DIAGNOSE TRANSMISSION HEATING ISSUES. REFILLED HYDRAULIC TANK AND CHECKED FOR ANY LEAKS AROUND NEWLY INSTALLED PARTS. NONE WERE NOTED. STARTED AND RAN MACHINE UNTIL HOT. NO ISSUES NOTED. SMU: 6270 8-1-16 TECH: 3255 DAN MACDONALD</p>

11/21/2016	Service	6270	REPAIR FOR WARRANTY: CLEAN EMISSIONS MODULE	REPAIR PROCESS COMMENTS: WHEN DRIVING MACHINE IN YARD TO DIAGNOSE TRANSMISSION ISSUES, A TROUBLE CODE POPPED UP FOR THE REAR ENGINE EMISSIONS - NOX INLET SENSOR. FOUND THAT THE INLET NOX SENSOR FOR THE REAR CLEAN AIR UNIT WAS POPPING A CODE. TESTED THE WIRES GOING TO THE SENSOR FROM THE ECM FOR CONTINUITY, POWER AND GROUND. FOUND ALL TO BE GOOD. ORDERED NEW SENSOR AND FOLLOWED DIRECTIONS AS OUTLINED IN REHS8151-08. CUT MACHINES POWER VIA THE BATTERY CUT OFF. REMOVED OLD SENSOR AND INSTALLED NEW UNIT ONTO MACHINE. RECONNECTED POWER ON MACHINE AND RAN AN AFTERTREATMENT VERIFICATION TEST TO ALLOW THE ECM TO FIND THE NEW SENSOR. AFTER TEST, FOUND TROUBLE CODE TO HAVE DISAPPEARED AND EMISSIONS UNIT FUNCTIONED AS NORMAL. BOXED AND TURNED OLD SENSOR IN FOR WARRANTY. CONFIRMED CORRECT OPERATION AFTER INSTALL TECH: 3255 DAN MACDONALD
11/21/2016	Service	6270	REMV-REPR FOR WARR-INSTL WIRING HARNESS	REPAIR PROCESS COMMENTS: NOTED THAT FOUND THAT PS45031 WAS COMPLETED BACK IN APRIL OF 2016. UPON DRIVING MACHINE IN THE YARD, FOUND THAT WHEN THE MACHINE MADE A HARD RIGHT TURN, DIAGNOSTIC CODE FOR A EJECTOR CYLINDER ROD END PRESSURE SENSOR : VOLTAGE ABOVE NORMAL WOULD OCCUR. FOUND IN THE HISTORY THIS CODE HAS OCCURED MORE THAN 100 TIMES. ONCE MACHINE WOULD STRAIGHTEN BACK OUT, THE CODE WOULD DISAPPEAR. ALSO WHEN RAISING THE BOWL UP AND DOWN, THE CODE WOULD APPEAR AND DISAPPEAR. INSPECTED THE HARNESS AND FOUND NOTHING WRONG FROM THE OUTSIDE OF IT. FOUND THAT PIN #55 WAS THE SIGNAL WIRE FOR THE SENSOR. JUMPED HARNESS WITH NEW WIRE FROM BOTH PIN 55'S AND FOUND THAT THE ISSUE DISAPPEARED. ORDERED UPDATED HARNESS PN# 487-3105 TO REPLACE FAULTY UPDATED HARNESS INSTALLED ON MACHINE. REMOVED LOWER BELLY PAN TO GAIN ACCESS TO THE LOWER PART OF THE HARNESS. PREFORMED THE SAME LABOR AS OUTLINED IN M0069049-00 FOR GROUP 1. AFTER NEW HARNESS WAS INSTALLED, BOLTED UP BELLY PANS AND RETESTE
11/21/2016	Service	6270	REMOVE AND INSTALL ENGINE, E.C.M.(FLASH)	REPAIR PROCESS COMMENTS: TOOK PSR BEFORE REMOVAL OF FRONT ENGINE ECM. REMOVED SOUND BAFFLE UNDER AC UNIT. REMOVED MIDDLE BELLY PAN TO GAIN ACCESS. REMOVED FUEL LINE TO GAIN ACCESS TO ECM. REMOVED LOWER BRACKET THAT BOLTS TO ECM BOLTS. REMOVED WIRE TIES THAT HELD WIRES TO BRACKET. REMOVED BOTH ECM PLUGS OFF ECM. REMOVED BOLTS HOLDING ECM TO ENGINE. REMOVED ECM FROM ENGINE. MOVED ISOLATORS FROM OLD ECM TO NEW ECM. INSTALLED NEW ECM ONTO ENGINE. REPLACED WIRE BRACKET ON LOWER BOLTS. REPLACED CUT WIRE TIES. REINSTALLED FUEL LINE. ATTACHED WIRE HARNESS PLUGS TO ECM. DOWNLOADED AND FLASHED ECM WITH LATEST SOFTWARE VIA CAT ET. USED PSR AND REASSIGNED INJECTOR TRIM FILES TO EACH INJECTOR. OBTAINED TIMING KIT AND SET TIMING CALIBRATION VA ACCESS PLUG ON SIDE OF ENGINE. CLEARED CODES AND TOOK NEW PSR FOR REFERENCE (SEE ATTACHED). REPLACED SOUND BAFFLE AND MIDDLE BELLY PAN. TECH: 3255 DAN MACDONALD
11/21/2016	Service	6270	TRAVEL TO/FROM MACHINE	
11/21/2016	Service	6270	TRANSPORT MACHINE	MARKETING FUNDS FOR TRANSPORT: GF16063 UNC: 926.25
11/21/2016	Service	6270	REPLACE WITH REMAN MACHINE	

12/01/2016	Service	6844	TROUBLESHOOT	CUSTOMER COMPLAINT: THE CUSTOMER STATES THE MACHINE HAS AN AFTERTREATMENT EVENT CODE ACTIVE. CAUSE: FAILURE OF THE 423-3253 FITTING. REPAIR PROCESS COMMENTS: I STARTED THE JOB BY CONNECTING CAT ET. I LOOKED AT THE ACTIVE EVENT. EVENT CODE E390(2) WAS ACTIVE. AFTERTREATMENT 1 DIESEL EXHAUST FLUID DOSER ABSOLUTE PRESSURE : HIGH - MODERATE SEVERITY (2). I LOOKED UP THE TROUBLESHOOTING FOR THIS EVENT. I FOLLOWED THE PROCEDURE. I REMOVED THE DEF TANK COVER AND THE REAR RADIATOR GRILL TO ACCESS THE DEF TANK. NEXT DISCONNECTED AND CHECKED THE DEF RETURN LINE FOR A RESTRICTION. NO RESTRICTION WAS FOUND. NEXT THE TROUBLESHOOTING SAYS TO REPLACE THE RETURN FITTING. I LOOKED UP PARTS. THE RETURN FITTING WAS AVAILABLE AT THE IRVING STORE. I HAD A WORK ORDER OPENED. NEXT I ORDERED THE PART. THE CUSTOMER STATED THEY WOULD PICK UP THE PART AND DELIVER IT TO ME. I WAITED FOR THE PART TO BE DELIVERED. AFTER THE PART WAS DELIVERED I INSTALLED THE NEW RETURN FITTING. I THEN TESTED THE DEF AFTERTREATMENT
12/01/2016	Service	6844	TROUBLESHOOT	CUSTOMER COMPLAINT: THE CUSTOMER STATES THE MACHINE HAS AN AFTERTREATMENT EVENT CODE ACTIVE. CAUSE: FAILURE OF THE 423-3253 FITTING. REPAIR PROCESS COMMENTS: I STARTED THE JOB BY CONNECTING CAT ET. I LOOKED AT THE ACTIVE EVENT. EVENT CODE E390(2) WAS ACTIVE. AFTERTREATMENT 1 DIESEL EXHAUST FLUID DOSER ABSOLUTE PRESSURE : HIGH - MODERATE SEVERITY (2). I LOOKED UP THE TROUBLESHOOTING FOR THIS EVENT. I FOLLOWED THE PROCEDURE. I REMOVED THE DEF TANK COVER AND THE REAR RADIATOR GRILL TO ACCESS THE DEF TANK. NEXT DISCONNECTED AND CHECKED THE DEF RETURN LINE FOR A RESTRICTION. NO RESTRICTION WAS FOUND. NEXT THE TROUBLESHOOTING SAYS TO REPLACE THE RETURN FITTING. I LOOKED UP PARTS. THE RETURN FITTING WAS AVAILABLE AT THE IRVING STORE. I HAD A WORK ORDER OPENED. NEXT I ORDERED THE PART. THE CUSTOMER STATED THEY WOULD PICK UP THE PART AND DELIVER IT TO ME. I WAITED FOR THE PART TO BE DELIVERED. AFTER THE PART WAS DELIVERED I INSTALLED THE NEW RETURN FITTING. I THEN TESTED THE DEF AFTERTREATMENT
12/01/2016	Service	6844	TRAVEL TO/FROM	NEW HOPE, TX
01/31/2017	Service	7202	INSPECT	
01/31/2017	Service	7202	PERFORM SERVICE ON 1000 HR MNT SVR TIER 4	
01/31/2017	Service	7202	TRAVEL TO/FROM MACHINE	
01/31/2017	Service	7202	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION: 5506 YARBROUGH WAY NORTHLAKE TX SERVICE DATE: 1/27/17 TECHNICIAN: LEE / GRANT SEAT BELT INSTALL DATE: OCT 13 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE * YES **** ITEMS REQUIRING FURTHER ATTENTION **** * 1. REAR TIRES ARE WORN / INSIDE SIDEWALL CUTS ON REAR 2. REAR ENGINE OIL PAN LEAKING 3. REAR LOWER TRANS SREEN LOOKS TO BE BENT DUE TO HEAT AND MELTED IN SPOTS MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
01/31/2017	Service	7202		
01/31/2017	Service	7202	INSPECT	
02/14/2017	Service	7260	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.
02/14/2017	Service	7260	TRAVEL TO/FROM MACHINE	

02/14/2017	Service	7260	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.
02/14/2017	Service	7260	TRAVEL TO/FROM MACHINE	
02/17/2017	Service	7239	INSPECT FENDER	REPAIR PROCESS COMMENTS: ARRIVED AT MACHINE AND INSPECTED SCRAPER BARS, NEW STYLE BARS HAVE BEEN INSTALLED. NO ACTION REQUIRED. ALL IS OK AT THIS TIME. TECH: A625/TIMOTHY WILLIAMS SMU: 7239
02/17/2017	Service	7239	SPECIAL DEALS SOFTWARE	REPAIR PROCESS COMMENTS: FLASHED NEW SOFTWARE FOR MACHINE
02/17/2017	Service	7239	TRAVEL TO/FROM MACHINE	
02/17/2017	Service	7239	TRAVEL TO/FROM MACHINE	
02/17/2017	Service	7239	INSPECT FENDER	REPAIR PROCESS COMMENTS: ARRIVED AT MACHINE AND INSPECTED SCRAPER BARS, NEW STYLE BARS HAVE BEEN INSTALLED. NO ACTION REQUIRED. ALL IS OK AT THIS TIME. TECH: A625/TIMOTHY WILLIAMS SMU: 7239
02/17/2017	Service	7239	SPECIAL DEALS SOFTWARE	REPAIR PROCESS COMMENTS: FLASHED NEW SOFTWARE FOR MACHINE
02/17/2017	Service	7239	TRAVEL TO/FROM MACHINE	
02/17/2017	Service	7239	TRAVEL TO/FROM MACHINE	
03/09/2017	Service	7337	REPAIR APRON LIFT CYLINDER	CUSTOMER COMPLAINT: THE APRON CYLINDER ROD BROKE. CAUSE OF FAILURE: STRUCTURAL FAILURE OF 4391998 APRON CYLINDER ROD ASSEMBLY. RESULTANT DAMAGE: THE CYLINDER ROD CAME DETACHED FROM THE PIN ON THE APRON LEVER AND FELL AGAINST THE 8T5005 BOLT WHICH BROKE IT OFF AND ALSO SEVERED THE 3070364 SENSOR HARNESS FOR THE APRON CYLINDER POSITION SENSOR. REPAIR PROCESS COMMENTS: ON 2-20-17, THE CUSTOMER INFORMED ME OF THE BROKEN APRON CYLINDER ROD. I ORDERED A 20R-3897 CAT REMAN ROD ASSEMBLY AND THE SEALS BETWEEN THE HEAD AND THE CYLINDER CAN. THE ROD WAS NOT AVAILABLE LOCALLY SO THE CUSTOMER REQUESTED AIR FREIGHT SO THE ROD COULD ARRIVE THE NEXT DAY. ON 2-21-17, I WENT TO THE MACHINE AND REMOVED THE APRON CYLINDER AND DISASSEMBLED IT. SINCE THE 3070364 HARNESS ASSEMBLY WAS NOT READILY AVAILABLE, I SPLICED THE THREE SEVERED WIRES AND APPLIED SHRINK WRAP TO THE DAMAGED AREA. HOWEVER, THE ROD DID NOT ARRIVE SO I COVERED THE CYLINDER AND RELATED PARTS WITH PLASTIC BAGS TO PREVENT CONTAMINATION.
03/09/2017	Service	7337	REPAIR APRON LIFT CYLINDER	CUSTOMER COMPLAINT: THE APRON CYLINDER ROD BROKE. CAUSE OF FAILURE: STRUCTURAL FAILURE OF 4391998 APRON CYLINDER ROD ASSEMBLY. RESULTANT DAMAGE: THE CYLINDER ROD CAME DETACHED FROM THE PIN ON THE APRON LEVER AND FELL AGAINST THE 8T5005 BOLT WHICH BROKE IT OFF AND ALSO SEVERED THE 3070364 SENSOR HARNESS FOR THE APRON CYLINDER POSITION SENSOR. REPAIR PROCESS COMMENTS: ON 2-20-17, THE CUSTOMER INFORMED ME OF THE BROKEN APRON CYLINDER ROD. I ORDERED A 20R-3897 CAT REMAN ROD ASSEMBLY AND THE SEALS BETWEEN THE HEAD AND THE CYLINDER CAN. THE ROD WAS NOT AVAILABLE LOCALLY SO THE CUSTOMER REQUESTED AIR FREIGHT SO THE ROD COULD ARRIVE THE NEXT DAY. ON 2-21-17, I WENT TO THE MACHINE AND REMOVED THE APRON CYLINDER AND DISASSEMBLED IT. SINCE THE 3070364 HARNESS ASSEMBLY WAS NOT READILY AVAILABLE, I SPLICED THE THREE SEVERED WIRES AND APPLIED SHRINK WRAP TO THE DAMAGED AREA. HOWEVER, THE ROD DID NOT ARRIVE SO I COVERED THE CYLINDER AND RELATED PARTS WITH PLASTIC BAGS TO PREVENT CONTAMINATION.
03/09/2017	Service	7337	TRAVEL TO/FROM MACHINE	

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03/17/2017	Service	7334	REPAIR DIFFERENTIAL LOCK	CUSTOMER COMPLAINT: THE CUSTOMER STATED THE DIFFERENTIAL ON THE TRACTOR WAS OVER FULL ON OIL. CAUSE OF FAILURE: THE DIFFERENTIAL LOCK HAS FAILED. RESULTANT DAMAGE: THE DIFFERENTIAL LOCK FAILED ALLOWING HYDRAULIC OIL TO ENTER THE DIFFERENTIAL. REPAIR PROCESS COMMENTS: (A315) 2/13/17. I STARTED THE JOB BY TRAVELING TO THE MACHINE. NEXT I LOCATED THE MACHINE. I CHECKED THE TRACTOR DIFFERENTIAL OIL LEVEL. THE OIL LEVEL WAS OVER FULL. THE ONLY WAY THAT THE DIFFERENTIAL CAN BE OVER FULL IS WHEN THE DIFFERENTIAL LOCK FAILS. WHEN IT FAILS IT ALLOWS HYDRAULIC OIL TO ENTER THE DIFFERENTIAL. I TALKED TO THE JOB FORMAN. HE STATED THAT THEY HAVE BEEN ADDING HYDRAULIC OIL THE LAST SEVERAL DAYS. I DECIDED TO MAKE THE DIFFERENTIAL LOCK INOPERABLE. I LOWERED THE REAR BELLY PAN. I DISCONNECTED THE DIFFERENTIAL LOCK HOSE. I CAPPED AND PLUGGED THE HOSE AND CONNECTOR. I REINSTALLED THE BELLY PAN. I DID NOT LOWERED THE OIL LEVEL DUE TO IT WAS DARK. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. I RETURNED THE
03/17/2017	Service	7334	TRAVEL TO/FROM MACHINE	
06/13/2017	Service	7480	REPLACE WITH REMAN MACHINE	
06/13/2017	Service	7480	REPAIR EJECTOR	REPAIR PROCESS COMMENTS: REMOVED APRON LINKAGE AND APRON FROM MACHINE. REMOVED APRON TRUNNION IN ORDER FOR THE EJECTOR TO SLIDE FORWARDS PAST ITS GUIDES. PLACED CRANE ON EJECTOR TO HOLD EJECTOR IN PLACE. REMOVED PIN AND PLACED A COME ALONG FROM EJECTOR TO MACHINE FRAME TO KEEP THE EJECTOR FROM SLIDE OUT BY ITSELF. SLOWLY WALKED THE EJECTOR OUT WITH CRANE AND COME ALONG UNTIL EJECTOR HAD CLEARED ITS GUIDES. CAREFULLY LIFTED EJECTOR OUT OF MACHINE AND TOOK EJECTOR TO WELDING SHOP SO THEY COULD PERFORM REWORK. CLEANED TRUNNION MOUNTING HOLES. AFTER REWORK WAS COMPLETE INSTALLED EJECTOR IN BOWL. INSTALLED EJECTOR PIN. INSTALLED APRON TRUNNION. INSTALLED APRON. TECH: 3593 MIGUEL RAYGOZA
06/13/2017	Service	7480	REPAIR APRON	REPAIR PROCESS COMMENTS: REMOVED APRON LINKAGE. LIFTED APRON LINK WITH CRANE TO REMOVED CYLINDER PIN AND DRAFT FRAME PIN. PLACED APRON LINK ON PALLET AND SHIPPED TO KILGORE TO PERFORM REWORK FOR NEW BUSHING. THE TRACK SHOP RE-BORED TWO PIN LOCATION ON DRAFT FRAME. INSTALLED REWORKED APRON LINK. ORDERED PARTS TO SUPPLY GREASE TO NEW APRON LINK BUSHINGS. INSTALLED NEW LINES AND SECURED WITH NEW BRACKET AND CLIPS. MOUNTED NEW GREASE BLOCK ABOVE EXISTING GREASE BLOCK ON MACHINE. GREASED BEARING. CONFIRMED CLEARANCE ON HOSES AND BRACKET. TECH: 3593 MIGUEL RAYGOZA
06/13/2017	Service	7480	MACHINE/GRIND/MILL APRON	REPAIR PROCESS COMMENTS: CUT OLD BOSS OFF APRON. WELDED NEW BOSS BACK ON. SETUP ON BOSS AND PUT ONE SERIZE OF WELD IN BOSS. MACHINED 5 THOUSANDS UNDER BEARING. INSTALLED 4 BEARINGS. PAINTED BOSS CAT YELLOW
06/13/2017	Service	7480	VEHICLE OPERATING COST DRAFT FRAME	BORE 2 HOLES WHERE 1 END OF THE APRON LINK PINS TO ON TOP SECTION OF GOOSE NECK. (MAIN FRAME) JOHN L. ALSO HAD A CRACK ON TOP OF GOOSE NECK MAIN FRAME GOUGED THE CRACK AND REWELDED BACK UP. DARRY L

06/13/2017	Service	7480	TROUBLESHOOT FINAL DRIVE(S)	<p>CUSTOMER COMPLAINT: NOISE IN FRONT AXLE. CAUSE OF FAILURE: FAILURE OF 3306600 GEAR. RESULTANT DAMAGE: BROKEN TEETH OF ALL GEARS IN LEFT FRONT FINAL DRIVE. REPAIR PROCESS COMMENTS: ON 3-13-17, I WENT TO THE MACHINE AND REMOVED THE FRONT DIFFERENTIAL OIL DRAIN PLUG. THERE WAS A SIGNIFICANT AMOUNT OF METAL ON THE PLUG MAGNET SO I LOWERED THE REAR POWER TRAIN GUARD AND REMOVED THE 3508645 HOUSING TO INSPECT THE FRONT DIFFERENTIAL. WHILE REMOVING THE HOUSING, THE 5-GALLON PAIL OF OIL I WAS USING TO CATCH THE OIL OVERFLOWED AND THE OIL EVACUATION SYSTEM ON MY TRUCK WAS NOT ABLE TO KEEP UP WITH THE RATE AT WHICH THE OIL WAS DRAINING OUT FROM THE OPENING WHICH RESULTED IN APPROXIMATELY SEVEN GALLONS OF OIL SPILLING ON THE PAVEMENT WHERE THE MACHINE WAS PARKED. TO AVOID ENVIRONMENTAL DESTRUCTION, I CLEANED UP ALL THE SPILLED OIL WHICH REQUIRED EXTRA TIME. I WAS NOT ABLE TO FIND ANY BROKEN BEVEL GEAR TEETH IN THE DIFFERENTIAL CASE SO I STARTED THE ENGINE AND MOVED THE MACHINE FORWARD A FEW I</p>
06/13/2017	Service	7480	REPAIR FINAL DRIVE(S)	<p>REPAIR PROCESS COMMENTS: REMOVED AXLE SHAFT. RAISED MACHINE. INSTALLED JACK STANDS UNDER FRONT OF MACHINE. REMOVED LEFT SIDE PLANETARY CARRIER. REMOVED DAMAGED RING GEAR. INSTALLED SAFETY STRAP ACROSS TIRE. REMOVED WHEEL RETAINER PLATE AND HUB GEAR. REMOVED WHEEL ASSEMBLY. WHEEL BEARINGS IN POOR CONDITION. REMOVED SPINDLE. REMOVED ALL METAL DEBRIS FROM WHEEL, SPINDLE, AND DIFFERENTIAL CASE. INSTALLED SPINDLE WITH NEW O-RING. REMOVED BEARING FROM SPINDLE. INSTALLED NEW INNER BEARING. REMOVED BEARING RACES FROM WHEEL. INSTALLED NEW BEARING RACES ON WHEEL ASSEMBLY. INSTALLED NEW BEARING RACES ON WHEEL ASSEMBLY. INSTALLED NEW DUO-CONE SEALS ON WHEEL ASSEMBLY AND SPINDLE. INSTALLED WHEELS ASSEMBLY. FOLLOWED TORQUE PROCEDURES TO DETERMINE SHIMS NEEDED ON RETAINER PLATE. TORQUED RETAINER PLATE. INSTALLED NEW FINAL DRIVE CARRIER. TORQUED BOLTS. INSTALLED NEW AXLE SHAFT. INSTALLED NEW FINAL DRIVE COVER. RAISED MACHINE. REMOVED JACK STAND. REMOVED HYDRAULIC JACK. REFILLED LEFT SIDE REPAIR PROCESS COMMENTS: REPLACED BENT HYDRAULIC TUBE WITH NEW TUBE AND HOSE. TECH: 3593 MIGUEL RAYGOZA</p>
06/13/2017	Service	7480	REMOV-REPR FOR WARR-INSTL TRANSMISSION	<p>REPAIR PROCESS COMMENTS: ON FIRST START UP A CODE FOR LOW ACCUMULATOR PRESSURE WAS ACTIVE. CONNECTED PRESSURE GAUGE TO ACCUMULATORS. BOTH ACCUMULATORS HAD A LOW CHARGE. ORDERED NEW ACCUMULATORS. REMOVED RIGHT SIDE STEP AND PANEL TO ACCESS ACCUMULATOR LINES. DISCONNECTED LINES FROM ACCUMULATORS. UNBOLTED ACCUMULATORS AND LIFTER OUT OF MACHINE WITH THE CRANE. CHARGED NEW ACCUMULATORS WITH NITROGEN. INSTALLED NEW ACCUMULATORS. STARTED MACHINE. NO ACTIVE CODES PRESENT. INSTALLED SIDE PANEL AND STEP. TECH: 3593 MIGUEL RAYGOZA</p>
06/13/2017	Service	7480	REMOVE&INSTALL/REPLACE BRAKE ACCUMULATOR	<p>CUSTOMER COMPLAINT: HOUSING CRACKED CAUSE OF FAILURE: RING GEAR DIFF HOUSING BROKE BEHIND RING GEAR BEARING SIDE LOCATION. RESULTANT DAMAGE: RING GEAR DIFF HOUSING BROKE BEHIND RING GEAR BEARING SIDE LOCATION. SPIDER WAS WORN FROM BUSHINGS. THE FOUR SPIDER GEARS WERE WORN FROM THE THRUST WASHERS. ON THE SIDE GEAR THRUST WASHERS THE DOWEL PIN HOLE LOCATION WERE WORN OUT. THE BUSHINGS AND THRUST WASHERS WERE WORN. THE DIFF WAS CONTAMINATED WITH METAL. REPAIR PROCESS COMMENTS: TOOK PICTURES. THE DIFF CAME IN MISSING THE LOCK BOLTS FOR THE DIFF LOCK JAW. THE BOLT FOR THE DIFF LOCK WERE LOOSE. A NOTE WAS ON THE DIFF SAYING NOT TO INSTALL THE DIFF LOCK THAT LITTLE ELM WILL INSTALL THE DIFF LOCK. DISASSEMBLED DIFF. REMOVED ALL CUPS BEARING AND SEALS. TOOK PICTURES OF THE BAD PARTS. CLEANED AND INSPECTED ALL PARTS. REASSEMBLED DIFF WITH NEW BEARINGS, CUPS, SEALS, RING GEAR HOUSINGS, THRUST WASHERS, BUSHINGS, SPIDER, FOUR SPIDER GEARS, AND BOLTS WASHERS LOCK NUTS FOR THE RING GEAR AND THE RING</p>
06/13/2017	Service	7480	REPAIR FOR WARRANTY: DIFFERENTIAL	<p>CUSTOMER COMPLAINT: HOUSING CRACKED CAUSE OF FAILURE: RING GEAR DIFF HOUSING BROKE BEHIND RING GEAR BEARING SIDE LOCATION. RESULTANT DAMAGE: RING GEAR DIFF HOUSING BROKE BEHIND RING GEAR BEARING SIDE LOCATION. SPIDER WAS WORN FROM BUSHINGS. THE FOUR SPIDER GEARS WERE WORN FROM THE THRUST WASHERS. ON THE SIDE GEAR THRUST WASHERS THE DOWEL PIN HOLE LOCATION WERE WORN OUT. THE BUSHINGS AND THRUST WASHERS WERE WORN. THE DIFF WAS CONTAMINATED WITH METAL. REPAIR PROCESS COMMENTS: TOOK PICTURES. THE DIFF CAME IN MISSING THE LOCK BOLTS FOR THE DIFF LOCK JAW. THE BOLT FOR THE DIFF LOCK WERE LOOSE. A NOTE WAS ON THE DIFF SAYING NOT TO INSTALL THE DIFF LOCK THAT LITTLE ELM WILL INSTALL THE DIFF LOCK. DISASSEMBLED DIFF. REMOVED ALL CUPS BEARING AND SEALS. TOOK PICTURES OF THE BAD PARTS. CLEANED AND INSPECTED ALL PARTS. REASSEMBLED DIFF WITH NEW BEARINGS, CUPS, SEALS, RING GEAR HOUSINGS, THRUST WASHERS, BUSHINGS, SPIDER, FOUR SPIDER GEARS, AND BOLTS WASHERS LOCK NUTS FOR THE RING GEAR AND THE RING</p>

06/13/2017	Service	7480	PRODUCT PROGRAM UPDATE DIFFERENTIAL LOCK	CUSTOMER COMPLAINT: THE CUSTOMER STATED THE DIFFERENTIAL ON THE TRACTOR WAS OVER FULL ON OIL. CAUSE OF FAILURE: THE DIFFERENTIAL LOCK HAS FAILED. RESULTANT DAMAGE: THE DIFFERENTIAL LOCK FAILED ALLOWING HYDRAULIC OIL TO ENTER THE DIFFERENTIAL. REPAIR PROCESS COMMENTS: (A315) 2/13/17, I STARTED THE JOB BY TRAVELING TO THE MACHINE. NEXT I LOCATED THE MACHINE. I CHECKED THE TRACTOR DIFFERENTIAL OIL LEVEL. THE OIL LEVEL WAS OVER FULL. THE ONLY WAY THAT THE DIFFERENTIAL CAN BE OVER FULL IS WHEN THE DIFFERENTIAL LOCK FAILS. WHEN IT FAILS IT ALLOWS HYDRAULIC OIL TO ENTER THE DIFFERENTIAL. I TALKED TO THE JOB FORMAN. HE STATED THAT THEY HAVE BEEN ADDING HYDRAULIC OIL THE LAST SEVERAL DAYS. I DECIDED TO MAKE THE DIFFERENTIAL LOCK INOPERABLE. I LOWERED THE REAR BELLY PAN. I DISCONNECTED THE DIFFERENTIAL LOCK HOSE. I CAPPED AND PLUGGED THE HOSE AND CONNECTOR. I REINSTALLED THE BELLY PAN. I DID NOT LOWERED THE OIL LEVEL DUE TO IT WAS DARK. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. I RETURNED THE
06/13/2017	Service	7480	TUSCALOOSA - ENGINE DIV.	
06/13/2017	Service	7480	REPAIR FOR WARRANTY:	
06/13/2017	Service	7480	TROUBLESHOOT FINAL DRIVE(S)	CUSTOMER COMPLAINT: NOISE IN FRONT AXLE. CAUSE OF FAILURE: FAILURE OF 3306600 GEAR. RESULTANT DAMAGE: BROKEN TEETH OF ALL GEARS IN LEFT FRONT FINAL DRIVE. REPAIR PROCESS COMMENTS: ON 3-13-17, I WENT TO THE MACHINE AND REMOVED THE FRONT DIFFERENTIAL OIL DRAIN PLUG. THERE WAS A SIGNIFICANT AMOUNT OF METAL ON THE PLUG MAGNET SO I LOWERED THE REAR POWER TRAIN GUARD AND REMOVED THE 3508645 HOUSING TO INSPECT THE FRONT DIFFERENTIAL. WHILE REMOVING THE HOUSING, THE 5-GALLON PAIL OF OIL I WAS USING TO CATCH THE OIL OVERFLOWED AND THE OIL EVACUATION SYSTEM ON MY TRUCK WAS NOT ABLE TO KEEP UP WITH THE RATE AT WHICH THE OIL WAS DRAINING OUT FROM THE OPENING WHICH RESULTED IN APPROXIMATELY SEVEN GALLONS OF OIL SPILLING ON THE PAVEMENT WHERE THE MACHINE WAS PARKED. TO AVOID ENVIRONMENTAL DESTRUCTION, I CLEANED UP ALL THE SPILLED OIL WHICH REQUIRED EXTRA TIME. I WAS NOT ABLE TO FIND ANY BROKEN BEVEL GEAR TEETH IN THE DIFFERENTIAL CASE SO I STARTED THE ENGINE AND MOVED THE MACHINE FORWARD A FEW
06/13/2017	Service	7480	REPAIR FINAL DRIVE(S)	REPAIR PROCESS COMMENTS: REMOVED AXLE SHAFT. RAISED MACHINE. INSTALLED JACK STANDS UNDER FRONT OF MACHINE. REMOVED LEFT SIDE PLANETARY CARRIER. REMOVED DAMAGED RING GEAR. INSTALLED SAFETY STRAP ACROSS TIRE. REMOVED WHEEL RETAINER PLATE AND HUB GEAR. REMOVED WHEEL ASSEMBLY. WHEEL BEARINGS IN POOR CONDITION. REMOVED SPINDLE. REMOVED ALL METAL DEBRIS FROM WHEEL, SPINDLE, AND DIFFERENTIAL CASE. INSTALLED SPINDLE WITH NEW O-RING. REMOVED BEARING FROM SPINDLE. INSTALLED NEW INNER BEARING. REMOVED BEARING RACES FROM WHEEL. INSTALLED NEW BEARING RACES ON WHEEL ASSEMBLY. INSTALLED NEW BEARING RACES ON WHEEL ASSEMBLY. INSTALLED NEW DUO-CONE SEALS ON WHEEL ASSEMBLY AND SPINDLE. INSTALLED WHEELS ASSEMBLY. FOLLOWED TORQUE PROCEDURES TO DETERMINE SHIMS NEEDED ON RETAINER PLATE. TORQUED RETAINER PLATE. INSTALLED NEW FINAL DRIVE CARRIER. TORQUED BOLTS. INSTALLED NEW AXLE SHAFT. INSTALLED NEW FINAL DRIVE COVER. RAISED MACHINE. REMOVED JACK STAND. REMOVED HYDRAULIC JACK. REFILLED LEFT SIDE

06/13/2017	Service	7480	PRODUCT PROGRAM UPDATE DIFFERENTIAL LOCK	CUSTOMER COMPLAINT: THE CUSTOMER STATED THE DIFFERENTIAL ON THE TRACTOR WAS OVER FULL ON OIL. CAUSE OF FAILURE: THE DIFFERENTIAL LOCK HAS FAILED. RESULTANT DAMAGE: THE DIFFERENTIAL LOCK FAILED ALLOWING HYDRAULIC OIL TO ENTER THE DIFFERENTIAL. REPAIR PROCESS COMMENTS: (A315) 2/13/17. I STARTED THE JOB BY TRAVELING TO THE MACHINE. NEXT I LOCATED THE MACHINE. I CHECKED THE TRACTOR DIFFERENTIAL OIL LEVEL. THE OIL LEVEL WAS OVER FULL. THE ONLY WAY THAT THE DIFFERENTIAL CAN BE OVER FULL IS WHEN THE DIFFERENTIAL LOCK FAILS. WHEN IT FAILS IT ALLOWS HYDRAULIC OIL TO ENTER THE DIFFERENTIAL. I TALKED TO THE JOB FORMAN. HE STATED THAT THEY HAVE BEEN ADDING HYDRAULIC OIL THE LAST SEVERAL DAYS. I DECIDED TO MAKE THE DIFFERENTIAL LOCK INOPERABLE. I LOWERED THE REAR BELLY PAN. I DISCONNECTED THE DIFFERENTIAL LOCK HOSE. I CAPPED AND PLUGGED THE HOSE AND CONNECTOR. I REINSTALLED THE BELLY PAN. I DID NOT LOWERED THE OIL LEVEL DUE TO IT WAS DARK. I CLEANED THE WORK AREA AND PUT AWAY TOOLS. I RETURNED THE
06/13/2017	Service	7480	REMV-REPR FOR WARR-INSTL TRANSMISSION	REPAIR PROCESS COMMENTS: REPLACED BENT HYDRAULIC TUBE WITH NEW TUBE AND HOSE. TECH: 3593 MIGUEL RAYGOZA
06/13/2017	Service	7480	TUSCALOOSA - ENGINE DIV.	
06/13/2017	Service	7480	REPAIR EJECTOR	REPAIR PROCESS COMMENTS: REMOVED APRON LINKAGE AND APRON FROM MACHINE. REMOVED APRON TRUNNION IN ORDER FOR THE EJECTOR TO SLIDE FORWARDS PAST ITS GUIDES. PLACED CRANE ON EJECTOR TO HOLD EJECTOR IN PLACE. REMOVED PIN AND PLACED A COME ALONG FROM EJECTOR TO MACHINE FRAME TO KEEP THE EJECTOR FROM SLIDE OUT BY ITSELF. SLOWLY WALKED THE EJECTOR OUT WITH CRANE AND COME ALONG UNTIL EJECTOR HAD CLEARED ITS GUIDES. CAREFULLY LIFTED EJECTOR OUT OF MACHINE AND TOOK EJECTOR TO WELDING SHOP SO THEY COULD PERFORM REWORK. CLEANED TRUNNION MOUNTING HOLES. AFTER REWORK WAS COMPLETE INSTALLED EJECTOR IN BOWL. INSTALLED EJECTOR PIN. INSTALLED APRON TRUNNION. INSTALLED APRON. TECH: 3593 MIGUEL RAYGOZA
06/13/2017	Service	7480	REPAIR APRON	REPAIR PROCESS COMMENTS: REMOVED APRON LINKAGE. LIFTED APRON LINK WITH CRANE TO REMOVED CYLINDER PIN AND DRAFT FRAME PIN. PLACED APRON LINK ON PALLET AND SHIPPED TO KILGORE TO PERFORM REWORK FOR NEW BUSHING. THE TRACK SHOP RE-BORED TWO PIN LOCATION ON DRAFT FRAME. INSTALLED REWORKED APRON LINK. ORDERED PARTS TO SUPPLY GREASE TO NEW APRON LINK BUSHINGS. INSTALLED NEW LINES AND SECURED WITH NEW BRACKET AND CLIPS. MOUNTED NEW GREASE BLOCK ABOVE EXISTING GREASE BLOCK ON MACHINE. GREASED BEARING. CONFIRMED CLEARANCE ON HOSES AND BRACKET. TECH: 3593 MIGUEL RAYGOZA
06/13/2017	Service	7480	MACHINE/GRIND/MILL APRON	REPAIR PROCESS COMMENTS: CUT OLD BOSS OFF APRON. WELDED NEW BOSS BACK ON. SETUP ON BOSS AND PUT ONE SERIZE OF WELD IN BOSS. MACHINED 5 THOUSANDS UNDER BEARING. INSTALLED 4 BEARINGS. PAINTED BOSS CAT YELLOW
06/13/2017	Service	7480	REPAIR FOR WARRANTY:	
06/13/2017	Service	7480	REMOVE& INSTALL/REPLACE BRAKE ACCUMULATOR	REPAIR PROCESS COMMENTS: ON FIRST START UP A CODE FOR LOW ACCUMULATOR PRESSURE WAS ACTIVE. CONNECTED PRESSURE GAUGE TO ACCUMULATORS. BOTH ACCUMULATORS HAD A LOW CHARGE. ORDERED NEW ACCUMULATORS. REMOVED RIGHT SIDE STEP AND PANEL TO ACCESS ACCUMULATOR LINES. DISCONNECTED LINES FROM ACCUMULATORS. UNBOLTED ACCUMULATORS AND LIFTER OUT OF MACHINE WITH THE CRANE. CHARGED NEW ACCUMULATORS WITH NITROGEN. INSTALLED NEW ACCUMULATORS. STARTED MACHINE. NO ACTIVE CODES PRESENT. INSTALLED SIDE PANEL AND STEP. TECH: 3593 MIGUEL RAYGOZA

** housing?*

06/13/2017	Service	7480	REPAIR FOR WARRANTY: DIFFERENTIAL	CUSTOMER COMPLAINT: HOUSING CRACKED CAUSE OF FAILURE: RING GEAR DIFF HOUSING BROKE BEHIND RING GEAR BEARING SIDE LOCATION. RESULTANT DAMAGE: RING GEAR DIFF HOUSING BROKE BEHIND RING GEAR BEARING SIDE LOCATION. SPIDER WAS WORN FROM BUSHINGS. THE FOUR SPIDER GEARS WERE WORN FROM THE THRUST WASHERS. ON THE SIDE GEAR THRUST WASHERS THE DOWEL PIN HOLE LOCATION WERE WORE OUT. THE BUSHINGS AND THRUST WASHERS WERE WORN. THE DIFF WAS CONTAMINATED WITH METAL. REPAIR PROCESS COMMENTS: TOOK PICTURES. THE DIFF CAME IN MISSING THE LOCK BOLTS FOR THE DIFF LOCK JAW. THE BOLT FOR THE DIFF LOCK WERE LOOSE. A NOTE WAS ON THE DIFF SAYING NOT TO INSTALL THE DIFF LOCK THAT LITTLE ELM WILL INSTALL THE DIFF LOCK. DISASSEMBLED DIFF. REMOVED ALL CUPS BEARING AND SEALS. TOOK PICTURES OF THE BAD PARTS. CLEANED AND INSPECTED ALL PARTS. REASSEMBLED DIFF WITH NEW BEARINGS, CUPS, SEALS, RING GEAR HOUSINGS, THRUST WASHERS, BUSHINGS, SPIDER, FOUR SPIDER GEARS, AND BOLTS WASHERS LOCK NUTS FOR THE RING GEAR AND THE RING
06/13/2017	Service	7480	TRAVEL TO/FROM	NORTHLAKE, TX.
06/13/2017	Service	7480	TRANSPORT COMPONENT(S)	
06/13/2017	Service	7480	REPLACE WITH REMAN MACHINE	
06/13/2017	Service	7480	VEHICLE OPERATING COST DRAFT FRAME	BORE 2 HOLES WHERE 1 END OF THE APRON LINK PINS TO ON TOP SECTION OF GOOSE NECK. (MAIN FRAME) JOHN L. ALSO HAD A CRACK ON TOP OF GOOSE NECK MAIN FRAME GOUGED THE CRACK AND REWELDED BACK UP. DARRY L
06/16/2017	Service	7658	PERFORM SERVICE ON STARTER	
06/16/2017	Service	7658	TRAVEL TO/FROM MACHINE	
06/16/2017	Service	7658	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:MCKINNEY TX. TRINITY FALLS AND MELISSA RD SERVICE DATE:6-9-17 TECHNICIAN:A980 SEAT BELT INSTALL DATE:APRIL14 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1.REAR ENGINE OIL FILTER REMOTE CONECTION IS LEAKING ON THE ENGINE BLOCK 2.FRONT TRANS SCREEN SEAL PLATE IS LEAKING 3.WINDSHEILD IS CRACKED 4.SEAT BELT IS OUT OF DATE MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
06/16/2017	Service	7658		
10/13/2017	Service	8259	PERFORM SERVICE ON R35 DUMPTRUCK # 500472	
10/13/2017	Service	8259	PERFORM SERVICE ON R35 DUMPTRUCK # 500472	
10/13/2017	Service	8259	TRAVEL TO/FROM MACHINE	
10/13/2017	Service	8259	TRAVEL TO/FROM MACHINE	
10/13/2017	Service	8259	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:FARMERSVILLE, TX SERVICE DATE:10/5/17 TECHNICIAN:A773-A987 SEAT BELT INSTALL DATE:OCT 13 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. COOLANT LEAK ON REAR ENGINE AT LEFT REAR BOTTOM OF ENGINE 2. MACHINE HAS RIGHT FRONT CORNER BODY DAMAGE 3. FRONT TRANSMISSION FILTER DRAIN PLUG HAD METAL SHAVINGS 4. FRONT ENGINE OIL FILTER TEST PORT NEEDS TO BE REPLACED 5. TOP RIGHT STROBE LIGHT AT TOP OF CAB DAMAGED MISSING LENS AND PART OF MOUNT MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
10/13/2017	Service	8259	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:FARMERSVILLE, TX SERVICE DATE:10/5/17 TECHNICIAN:A773-A987 SEAT BELT INSTALL DATE:OCT 13 MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE ***** ITEMS REQUIRING FURTHER ATTENTION ***** 1. COOLANT LEAK ON REAR ENGINE AT LEFT REAR BOTTOM OF ENGINE 2. MACHINE HAS RIGHT FRONT CORNER BODY DAMAGE 3. FRONT TRANSMISSION FILTER DRAIN PLUG HAD METAL SHAVINGS 4. FRONT ENGINE OIL FILTER TEST PORT NEEDS TO BE REPLACED 5. TOP RIGHT STROBE LIGHT AT TOP OF CAB DAMAGED MISSING LENS AND PART OF MOUNT MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
10/13/2017	Service	8259		

10/13/2017	Service	8259		
10/23/2017	Parts	0		
10/23/2017	Parts	0		
11/21/2017	Service	8308	SPECIAL DEALS PRODUCT LINK SYSTEM 321	PERFORMED PS90785
11/21/2017	Service	8308	SPECIAL DEALS PRODUCT LINK SYSTEM 321	PERFORMED PS90785
01/09/2018	Service	8769	PERFORM SERVICE ON STARTER	
01/09/2018	Service	8769	TRAVEL TO/FROM MACHINE	
01/09/2018	Service	8769	WELD WITH HARDWARE INFORMATION RECORD ONLY	JOB LOCATION:WILMETH RD AND WYDIFF AVENUE SERVICE DATE:1/2/18 TECHNICIAN:JUAN ORTIZ SEAT BELT INSTALL DATE: MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 1.FRONT ENGINE SOS PORT DON'T WORK 2.FRONT ENGINE COOLANT RESERVOIR IS LEAKING 3.LEFT REAR STEPS DAMAGED MACHINE WAS IDLE FOR TEN MINUTES TO CONFIRM THE FUEL SYSTEM IS PRIMED THE ENGINE OIL AND FUEL FILTERS ARE TIGHT AND NOT LEAKING.
01/09/2018	Service	8769		
04/05/2018	Service	9251	PERFORM SERVICE ON RIDE CONTROL (USE 5077)	
04/05/2018	Service	9251	TRAVEL TO/FROM MACHINE	
04/05/2018	Service	9251	WELD WITH HARDWARE INFORMATION RECORD ONLY	REPAIR PROCESS COMMENTS: JOB LOCATION:CROWLEY TX SERVICE DATE:04/03/2018 TECHNICIAN:SHANE3986 SEAT BELT INSTALL DATE:NODATE MACH. DOES HAVE OPERATION & MAINTENANCE GUIDE *YES**** ITEMS REQUIRING FURTHER ATTENTION ***** 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	9251		
04/16/2018	Service	9267	NON-CHARGABLE TIME	
04/16/2018	Service	9267	INSTALL SOFTWARE	REPAIR PROCESS COMMENTS: INSTALL NEW TEST SOFTWARE. REASON 5 FACTORY PASSWORDS NEEDED. OBTAIN FACTORY PASSWORDS. CONFIRM CORRECT OPERATION AND NO FAULTS AFTER INSTALL OF NEW SOFTWARE. DOWNLOAD BEFORE AND AFTER PSR. TECH 3669 ALAN STELL 4/9/18 9267 HRS
04/16/2018	Service	9267	TRAVEL TO/FROM MACHINE	REPAIR PROCESS COMMENTS: CANOE WAY, CROWLEY TX
04/16/2018	Service	9267	INSTALL SOFTWARE	REPAIR PROCESS COMMENTS: INSTALL NEW TEST SOFTWARE. REASON 5 FACTORY PASSWORDS NEEDED. OBTAIN FACTORY PASSWORDS. CONFIRM CORRECT OPERATION AND NO FAULTS AFTER INSTALL OF NEW SOFTWARE. DOWNLOAD BEFORE AND AFTER PSR. TECH 3669 ALAN STELL 4/9/18 9267 HRS
04/16/2018	Service	9267	TRAVEL TO/FROM MACHINE	REPAIR PROCESS COMMENTS: CANOE WAY, CROWLEY TX
04/16/2018	Service	9267	NON-CHARGABLE TIME	
06/22/2018	Service	9778	PERFORM SERVICE ON STARTER	
06/22/2018	Service	9778	TRAVEL TO/FROM MACHINE	
06/22/2018	Service	9778	WELD WITH HARDWARE INFORMATION RECORD ONLY	REPAIR PROCESS COMMENTS: JOB LOCATION:VENUS TX SERVICE DATE:06/19/2018 TECHNICIAN:SHANE3986 SEAT BELT INSTALL DATE:NODATE 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.
06/22/2018	Service	9778		

08/14/2018	Service	10110	REPAIR TECH. SUPPLIES	CUSTOMER COMPLAINT: THE CUSTOMER STATED THE A/C WAS NOT WORKING. CAUSE OF FAILURE: THE FAN MOTOR IS WORN OUT. RESULTANT DAMAGE: THE A/C IS NOT WORKING. REPAIR PROCESS COMMENTS: (A315) 7/31/18. I STARTED THE JOB BY TALKING TO THE OPERATOR. HE SAID THE A/C IS NOT WORKING. I THEN CHECKED THE FUSES AND RELAYS. THE FUSES AND RELAYS WERE GOOD. NEXT I REMOVED THE PANELS AND COVERS TO ACCESS THE A/C UNIT UNDER THE CAB. I THEN TESTED THE VOLTAGE AND GROUNDS TO THE BLOWER MOTOR. ALL TESTED GOOD. THE BLOWER MOTOR HAS FAILED. TO REPLACE THE BLOWER MOTOR THE A/C UNIT NEEDS TO BE REMOVED FROM THE MACHINE. I STARTED REMOVAL BY SHUTTING OFF THE COOLANT TO THE HEATER IN THE A/C UNIT. I THEN RECOVERED THE REFRIGERANT FROM THE A/C SYSTEM. AFTER THE REFRIGERANT WAS REMOVED I DISCONNECTED ALL HOSES AND ELECTRICAL CONNECTORS. I DISCONNECTED THE AIR TUBES FROM THE A/C SYSTEM. I THEN UNBOLTED THE A/C UNIT AND REMOVED IT FROM THE MACHINE. NEXT I DISASSEMBLED THE A/C ASSEMBLY. I REMOVED THE BLOWER MOTOR. AFTER
08/14/2018	Service	10110	CLEAN. RADIATOR	CUSTOMER COMPLAINT: HIGH SCRAPER ENGINE COOLANT TEMPERATURE. CAUSE OF FAILURE: THE SCRAPER ENGINE RADIATOR CORE WAS FULL OF DIRT. RESULTANT DAMAGE: HIGH SCRAPER ENGINE COOLANT TEMPERATURE. REPAIR PROCESS COMMENTS: ON 8-3-18, I BLEW THE ACCUMULATED DIRT AND GRASS OUT OF THE SCRAPER ENGINE RADIATOR CORE AND RETURNED THE MACHINE TO OPERATION. HOWARD SCHRAM #4278. SERIAL NOL WTC00102. SERVICE METER READING: 10110. MACHINE LOCATION: LEWISVILLE, TX.
08/14/2018	Service	10110	TRAVEL TO/FROM	ARGYLE
08/21/2018	Service	10156	TROUBLESHOOT DIFFERENTIAL	CUSTOMER COMPLAINT: 627K. WTC00102. 10,156 HRS. MCKINNEY. CHECK FRONT DIFFERENTIAL. CAUSE OF FAILURE: NO FAILURE. RESULTANT DAMAGE: NO DAMAGE. REPAIR PROCESS COMMENTS: (A315) 8/15/16. I WAS ASKED TO CHECK THE FRONT DIFFERENTIAL FOR AN OVER FILLED CONDITION. I DROVE TO THE MACHINE LOCATION. I CHECKED THE TRACTOR DIFFERENTIAL. BRIAN WAS TOLD THE FRONT DIFFERENTIAL WAS OVER FULL ON OIL. AFTER CHECKING THE DIFFERENTIAL OIL LEVEL I FOUND THE OIL LEVEL WAS CORRECT. I CHECKED THE TRANSMISSION OIL LEVEL AND THE HYDRAULIC OIL LEVEL. ALL WERE CORRECT. I CALLED AND TALKED TO BRIAN. HE TOLD ME THE OIL WAS CHANGED ABOUT TWO WEEKS AGO. THE OIL LEVEL HAS NOT INCREASED. THE DIFFERENTIAL POSSIBLY HAD BEEN OVER FILLED. I RELEASED THE MACHINE TO THE CUSTOMER. I THEN WAITED FOR ANOTHER JOB TO BE DISPATCHED TO.
08/21/2018	Service	10156	TRAVEL TO/FROM	
08/30/2018	Service	9842	REPAIR BRAKE ACCUMULATOR	CUSTOMER COMPLAINT: NEED BRAKE ACCUMULATORS CHECKED AND CHARGED CAUSE OF FAILURE: NORMAL USE RESULTANT DAMAGE: LOW CHARGE REPAIR PROCESS COMMENTS: 6-26-18, 9842 HRS. RECEIVED JOB. CONTACTED CUSTOMER FOR MACHINE LOCATION. LOOKED UP SPEC FOR BRAKE ACCUMULATOR. LOADED NITROGEN BOTTLE AND TOOLING. TRAVELED TO MACHINE SITE. MACHINE IN USE. JOB FOREMAN HAD MACHINE BROUGHT UP FOR REPAIRS. FOUND INSIDE ACCUMULATOR HAD 420 PSI CHARGE, OUTSIDE HAD 640 PSI. CHARGED TO SPEC WITH 90 DEGREE OUTSIDE TEMP TO 760 PSI. CHECKED OPERATION OF ACCUMULATOR CHARGING VALVE AND FOUND OK. RETURNED MACHINE TO OPERATOR. RETURNED TO STORE AND UNLOADED TOOLING. F/S TECH DAVID HOES 4008
08/30/2018	Service	9842	TRAVEL TO/FROM MACHINE	123 PATRIOT PARKWAY, VENUS, TX
10/03/2018	Service	9372		

12/28/2018	Service	10195	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: TRAVELLED TO 6050 AZLE AVENUE, LAKE WORTH, TX. LOCATED MACHINE AND DOWNLOADED PSR, UPDATED THE FOLLOWING SOFTWARE AS PER CAT REQUEST, ENGINE-AFTERTREATMENT FROM 3935094-66 TO 5543093.FL2 ENGINE-REAR-AFTERTREATMENT FROM 3916036-65 TO 5543089.FL2 ENGINE-REAR FROM 3903823-60 TO 5543088.FL2 ENGINE FROM 3875642-35 TO 5543092.FL2 UPDATED SOFTWARE AS PER CAT'S REQUEST AS PER CHAD MERRIMAN. TECH: ATTIE CHIWAYA 1329 SMU: 10195 HRS 12/1/18
12/28/2018	Service	10195	TRAVEL TO/FROM MACHINE	
12/28/2018	Service	10195	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: TRAVELLED TO 6050 AZLE AVENUE, LAKE WORTH, TX. LOCATED MACHINE AND DOWNLOADED PSR, UPDATED THE FOLLOWING SOFTWARE AS PER CAT REQUEST, ENGINE-AFTERTREATMENT FROM 3935094-66 TO 5543093.FL2 ENGINE-REAR-AFTERTREATMENT FROM 3916036-65 TO 5543089.FL2 ENGINE-REAR FROM 3903823-60 TO 5543088.FL2 ENGINE FROM 3875642-35 TO 5543092.FL2 UPDATED SOFTWARE AS PER CAT'S REQUEST AS PER CHAD MERRIMAN. TECH: ATTIE CHIWAYA 1329 SMU: 10195 HRS 12/1/18
12/28/2018	Service	10195	TRAVEL TO/FROM MACHINE	
03/08/2019	Service	10259	PERFORM QUARTERLY MAINTENANCE	
03/08/2019	Service	10259	OPTIONAL PARTS AT REQUEST	
03/08/2019	Service	10259	TRAVEL TO/FROM MACHINE	
03/18/2019	Service	10209	INSTALL WINDSHIELD GUARD	CUSTOMER COMPLAINT: INSTALL CAMERA. CAUSE OF FAILURE: CAMERAS ARE MISSING FROM MACHINE. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: 2-20-2019 #1091_ LOCATED MACHINE AND PERFORMED WALK AROUND. STARTED REAR AND FRONT ENGINES. BROUGHT UP TO SHOP. WENT THROUGH WO AND ORDERED REPAIR PARTS. INSPECTED CAMERA CABLES, THERE IS A CUT CAMERA CABLE AT THE RIGHT FRONT AREA OF THE DRAFT FRAME. LOOKED UP REPAIR PARTS AND ORDERED. 2-21-2019 #1091,1505_ CONNECTED NEW CABLE AND TESTED REAR CAMERA. REAR CAMERA STILL INOP. TESTED CAMERA AT NEXT BREAK IN CABLE, CAMERA WORKS PROPERLY. NEED TO REPLACE REAR MOST CABLE AT SCRAPER. ORDERED NEW CABLE AND CAMERA MOUNTING BRACKETS. CONNECTED NEW CAMERAS AT OTHER TWO LOCATIONS. CAMERAS WORK PROPERLY. 2/22/2019 (1505) REMOVED CAMERA CABLE THAT IS ROUTED OVER THE CUSHION HITCH. INSTALLED NEW CABLE. REMOVED CAMERA CABLE THAT IS ROUTED THROUGH THE RH SIDE OF THE SCRAPER ENGINE AND INTO THE REAR OF THE BOWL. INSTALLED NEW CABLE. SET UP ALL THREE CAMERAS
03/18/2019	Service	10209	INSTALL WHITE PLAINS-STAMFORD	CUSTOMER COMPLAINT: CUP HOLDER MISSING OUT OF INTERIOR CAB PANELS. CAUSE OF FAILURE: NONE. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: 2-21-2019 #1091_ CLEANED MOUNTING SURFACE AND INSTALLED NEW CUP HOLDER.
03/18/2019	Service	10209	REPAIR LIGHTS	CUSTOMER COMPLAINT: REPAIR LEFT SIDE DOME LIGHT. CAUSE OF FAILURE: BULBS BURNED OUT. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: 2-21-2019 #1091_ REMOVED OLD LIGHT ASSEMBLY. CONNECTED NEW LIGHT AND INSTALLED INTO HEADLINER. TESTED OPERATION, LIGHT WORKS PROPERLY NOW.
03/18/2019	Service	10209	REPLACE SEAT BELTS	CUSTOMER COMPLAINT: REPLACE SEAT BELT. CAUSE OF FAILURE: SEAT BELT EXPIRED DATE TAG. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: 2-21-2019 #1091,1505_ REMOVED OLD SEAT BELT. PUNCHED OUT DATE TAGS AND APPLIED TO NEW SEAT BELT. INSTALLED NEW SEAT BELT WITH NEW HARDWARE.
03/18/2019	Service	10209	REPAIR WINDSHIELD WIPER	CUSTOMER COMPLAINT: REPLACE WIPERS AND REPAIR WASHER NOZZLE. CAUSE OF FAILURE: WIPERS WORN OUT, FRONT WASHER NOZZLE PLUGGED. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: 2-21-2019 #1091_ ORDERED REPAIR PARTS. REPLACED BOTH WIPERS. INSTALLED NEW FRONT WASHER NOZZLE AND TESTED OPERATION. ALL WORKS PROPERLY NOW.

03/18/2019	Service	10209	REPLACE SAFETY INSPECTION	CUSTOMER COMPLAINT: REPLACE SAFETY MANUAL CAUSE OF FAILURE: MISSING. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: 2-21-2019 #1091_ ORDERED NEW SAFETY MANUAL AND PLACED IN SEAT COMPARTMENT.
03/18/2019	Service	10209	TIGHTEN OPERATOR'S COMPARTMENT	CUSTOMER COMPLAINT: TRANSMISSION SHIFT LEVER IS LOOSE. CAUSE OF FAILURE: MISSING HOLD DOWN SCREWS. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: 2-21-2019 #1091_ INSTALLED NEW HOLD DOWN SCREWS. TESTED SHIFTER OPERATION, FUNCTIONS PROPERLY NOW.
03/18/2019	Service	10209	REPAIR LUBRICATION LINES/HOSES	CUSTOMER COMPLAINT: BROKEN GREASE LINE AT RIGHT FRONT AREA OF DRAFT ARM. CAUSE OF FAILURE: THE BROKEN LINE IS ACTUALLY A CAMERA CABLE. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: #1091_ INSPECTED BROKEN LINE AT RIGHT FRONT AREA OF DRAFT ARM. THIS "LINE" IS ACTUALLY THE CAMERA CABLE FOR THE REAR CAMERA. LOOKED UP PARTS. GOT WITH LEAD AND TOLD HIM WHAT I FOUND. ORDERED NEW CABLE AND ZIP TIES.
03/18/2019	Service	10209	CHECK FLUIDS & HYDRAULICS	CUSTOMER COMPLAINT: CHECK AND ADJUST FLUID LEVELS. CAUSE OF FAILURE: NONE. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: 2-21- 2019 #1091,1505_ CHECKED AND ADJUSTED ALL FLUID LEVELS ON TRACTOR AND SCRAPER. 2/22/2019 (1505) (0230) HAD TECH ASSIST IN ADJUSTING THE FINAL DRIVE OIL LEVELS. ADJUSTED HYDRAULIC OIL LEVEL.
03/18/2019	Service	10209	WRITE UP REPORTS SOFTWARE	CUSTOMER COMPLAINT: UPDATE ALL SOFTWARE. CAUSE OF FAILURE: NONE. RESULTANT DAMAGE: NONE. REPAIR PROCESS COMMENTS: 2-21-2019 #1091,1505_ CONNECTED TO MACHINE WITH ET. WENT THROUGH AND CHECKED ALL ECM'S FOR CURRENT SOFTWARE. ALL ECM'S HAVE CURRENT SOFTWARE INSTALLED. CLEARED OUT LOGGED CODES AND EVENTS. DOWNLOADED PSR AND SAVED TO SR.
03/18/2019	Service	10209	REPLACE ENGINE OIL LVL GAGE/DPSTK	CUSTOMER COMPLAINT: REAR ENGINE OIL DIPSTICK FRAYED CAUSE OF FAILURE: N/A RESULTANT DAMAGE: N/A REPAIR PROCESS COMMENTS: 2/22/2019 (1505) REMOVED OLD SCRAPER ENGINE OIL LEVEL GAUGE. INSTALLED NEW GAUGE. 2/22/19 DUSTIN #1096 QC INSPECTION.
04/01/2019	Service	10329	TAKE&ANALYZE SOS SAMPLE MACHINE	CUSTOMER COMPLAINT: TAKE SOS SAMPLES CAUSE OF FAILURE: NA RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: RE SAMPLED FRONT ENGINE COMPARTMENT. JOB COMPLETE
04/01/2019	Service	10329	DRAIN&REFILL DIFFERENTIAL	CUSTOMER COMPLAINT: DRAIN AND REFILL DIFFERENTIAL AND FRONT FINALS. CAUSE OF FAILURE: NA RESULTANT DAMAGE: AN REPAIR PROCESS COMMENTS: DRAINED FRONT DIFFERENTIAL, LEFT FRONT FINAL, AND RIGHT FRONT FINAL. FLUSHED COMPONENTS WITH 10WT. REFILLED FRONT DIFFERENTIAL, LEFT FRONT FINAL, AND RIGHT FRONT FINALS WITH 80W90.
04/01/2019	Service	10329	DRAIN&REFILL DIFFERENTIAL	CUSTOMER COMPLAINT: DRAIN AND REFILL REAR DIFFERENTIAL AND REAR FINALS CAUSE OF FAILURE: NA RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: DRAINED REAR DIFFERENTIAL, LEFT REAR FINAL, AND RIGHT REAR FINAL. FLUSHED COMPONENTS WITH 10WT. REFILLED REAR DIFFERENTIAL, LEFT REAR FINAL, AND RIGHT REAR FINALS WITH 80W90.
04/01/2019	Service	10329	DRAIN&REFILL WHEEL BRAKE ASSEMBLY	CUSTOMER COMPLAINT: DRAIN AND REFILL BRAKE OIL CAUSE OF FAILURE: NA RESULTANT DAMAGE: NA REPAIR PROCESS COMMENTS: DRAINED BRAKE OIL. FLUSHED SYSTEM. REFILLED AND PURGED BRAKE SYSTEM.
04/01/2019	Service	10329	TRAVEL TO/FROM MACHINE	
05/07/2019	Service	10395	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.

06/13/2019	Service	10438	TROUBLESHOOT BRAKE LINES	<p>CUSTOMER COMPLAINT: POSSABLE OIL TRANSFER FROM REAR BRAKES INTO REAR WHEEL FINALS. CUSTOMER REPORTED THE REAR BRAKE OIL EXPANSION TANK WAS LOOSING OIL CAUSE OF FAILURE: UNKNOW AT THIS TIME RESULTANT DAMAGE: POSSIBLE OIL TRANSFER REPAIR PROCESS COMMENTS: 8743-ARRIVED ON SITE AND LOCATED THE MACHINE. INSPECTED REAR WHEELS AND BRAKES. NO LEAKS OF EXTERNAL ISSUES FOUND. STARTED THE MACHINE AND MOVED TO A LEVEL LOCATION. CHECKED OIL LEVEL OF THE REAR WHEELS AND BOTH SIDES WERE SLIGHTLY HIGH BUT NOT ENOUGH TO BE CONSIDERED OVER FULL. TOOK OIL SAMPLE AS OF BOTH WHEELS TO TURN IN FOR TEST FOR 10WT OIL. CHECKED REAR WHEEL BRAKE PRESSURE AND IT WAS 800 PSI. SPEC 825 +/- 100 PSI. CHECKED REAR BRAKE OIL EXPANSION TANK LEVEL AND IT WAS IN THE OPERATING RANGE. MARKED THE OIL LEVEL OF THE TANK WITH THE BOWL UP AND AGAIN WITH THE BOWL DOWN FOR FUTURE COMPARISON. CALLED AND INFORMED THE CUSTOMER.</p>
06/13/2019	Service	10438	TROUBLESHOOT ENGINE	<p>CUSTOMER COMPLAINT: EXHAUST LEAK CAUSE OF FAILURE: EXHAUST TUBE CONNECTIG THE DPF TO SCR MISSALIGNED RESULTANT DAMAGE: EXHAUST LEAK REPAIR PROCESS COMMENTS: 8743-REMOVED NEEDED PANELING TO EXPOSE THE SIDE OF THE ENGINE AND CEM. INSPECTED FOR LEAK SOURCE AND FOUND IT TO BE ON THE BACK SIDE OF THE CEM UNIT AND IT NEEDED TO BE REMOVED TO FIND THE LEAK SOURCE. REMOVED THE CEM AND INSPECTED. FOUND ONCE REMOVING THE MOUNTING PLATE THAT THE CLAMP CONNECTING THE DEF TO THE SCR HAD EXHAUST BLOWING BY IT. REMOVED THE CLAMP AND FOUND TUBES TO MISSALIGNED.</p>
06/13/2019	Service	10438	REPAIR ENGINE	<p>CUSTOMER COMPLAINT: EXHAUST LEAK CAUSE OF FAILURE: EXHAUST TUBE CONNECTIG THE DPF TO SCR MISSALIGNED RESULTANT DAMAGE: EXHAUST LEAK REPAIR PROCESS COMMENTS: 8743-LOOSENED CLAMPS SECURING THE DPF TO THE CEM. USED A COME-A-LONG AND MALLETT TO PULL THE DPF INTO THE MISSALINGED EXHAUST TUBE. REINSTALLED EXHAUST CLAMP AND TIGHTNED MOUNTING CLAMPS. REINSTALLED CEM AND REINSTALLED ALL ATTACHING COMPONENTS. STARTED THE MACHINE AND THE EXHAUST LEAK APPEARED TO BE FIXED. NO EXHAUST GASSES COULD BE SEEN OR FELT ESCAPING THE LEAK AREA. REINSTALLED ALL OTHER REMOVED COMPONENTS.</p>
06/13/2019	Service	10438	TROUBLESHOOT TIMER RELAY	<p>CUSTOMER COMPLAINT: T/S REPORTED LOW ARD FUEL PRESSURE CODES CAUSE OF FAILURE: NONE FOUND RESULTANT DAMAGE: NONE FOUND REPAIR PROCESS COMMENTS: 8743-HOOKED UP ET AND CHECKED FOR CODES/EVENTS RELATED TO ARD FUEL SYSTEM OR ANY OTHER EMISSIONS RELATED ISSUES AND FOUND NONE. DPF SOOT LEVEL WAS AT 3% AND WAS SAYING NEXT ACTIVE REGEN WAS IN APROX 20 HRS. STARTED THE MACHINE AND PERFORMED ARD INGNITION TESTS AND AFTERTREATMENT SYSTEM FUNCTIONAL TESTS AND ALL PASSED WITH NO ISSUES. POSSIBLE THE REPORTED ISSUE WAS CONFUSED WITH ANOTHER MACHINE.</p>
06/13/2019	Service	10438	TRAVEL TO/FROM MACHINE	<p>CUSTOMER COMPLAINT: CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS:</p>

06/30/2019	Service	10569	TROUBLESHOOT TIMER RELAY	CUSTOMER COMPLAINT: SCRAPER BOWL WILL NOT GO DOWN CAUSE OF FAILURE: FAULT CODE FOR BOWL DOWN SOLENOID RESULTANT DAMAGE: NO BOWL DOWN FUNCTION REPAIR PROCESS COMMENTS: 1679-- TRAVEL OUT TO LOCATION TO TROUBLESHOOT NO SCRAPER BOWL DOWN OPERATION. ARRIVE AT LOCATION AND BEGIN TO TROUBLESHOOT THE MACHINE. HOOK UP ET TO CHECK THE CURRENT FAULTS. FOUND A FAULT FOR BOWL SOLENOID. UNPLUG THE BOWL DOWN SOLENOID AND JUMP THE CONNECTER. FOUND THAT CODE CHANGED FROM A 5 TO A 6 INDICATING THAT THE SOLENOID HAS FAILED. OPERATOR RAN MACHINE FOR APROX 2-3 HOURS WHILE I WAS WORKING ON THE OTHER 627K. HE BROUGHT THE MACHINE BACK AND STATED THE CODE IS STILL HAPPINING NOT AS FREQUENT BUT STILL DOING IT. FINISH OTHER 627K AND RELEASE TO THE CUSTOMER. BEGIN TO TROUBESHOT FURTHER ON THE MACHINE. REMOVE THE COVERS FROM THE CONTROL VALVE FOR THE SCRAPER. REMOVE THE CONNECTOR FROM THE BOTTOM OF THE CONTROL VALVE TO BE ABLE TO DISCONNET THE HARNESS AND START TO BREAK THE HARNESS OUT IN SECTIONS. OHM
06/30/2019	Service	10569	REPAIR TIMER RELAY	CUSTOMER COMPLAINT: SCRAPER BOWL WILL NOT GO DOWN CAUSE OF FAILURE: FAULT CODE FOR BOWL DOWN SOLENOID RESULTANT DAMAGE: NO BOWL DOWN FUNCTION REPAIR PROCESS COMMENTS: 1679-- REMOVE THE COVER TO GAIN ACCESS TO THE SOLENOID. REMOVE THE BOWL DOWN SOLENOID. REPLACE THE FAILED BOWL DOWN SOLENOID WITH A NEW SOLENOID. REINSTALL THE COVER FOR THE SOLENOIDS. START MACHINE AND OPERATE THE MACHINE. FOUND NO FAULT FOR THE BOWL DOWN. RELEASE THE MACHINE TO THE OPERATOR. 1679-- RECEIVE THE NEW HARNESS FOR THE MACHINE. TRAVEL OUT TO MACHINE LOCATION. ARRIVE AT MACHINE LOCATION AND STAGE FOR REPAIR. REMOVE THE HOOD ASSY AND REMOVE THE LOWER BELLY PANS. TURN OF MASTER ADN LOTO MACHINE. USE NEEDLE GUN AND CLEAN ALL MUD AND DEBRIE FROM THE BOTTOM OF MACHINE TO GAIN ACCESS TO THE HARNESS CONNECTION. DISCONNECT THE HARNESS HARNESS WAS MISSING CLAMPS IIN THIS AREA. DISCONNECT AND REMOVE ALL OTHER CLAMPS FROM THE HARNESS. REMOVE THE HARNESS FROM THE MACHINE. INSTALL NEW HARNESS AND REPAIR PROCESS COMMENTS: 1679-- TRAVEL OUT TO LOCATION WITH PARTS ON HAND TO REMOVE AND REPALCE THE DPF FILTERS ON THE MACHINE. ARRIVE AT MACHINE LOCATION AND STAGE AT MACHINE. REMOVE THE HOOD FROM THE REAR ENGINE. REMOVE SENSOR TO THE DPF. REMOVE THE INLET TO THE DPF. REMOVE THE CLAMPS AND REMOVE THE FAILED DPF FROM THE MACHINE. REMVOE REMAN DPF FROM BOX. PLACE FAILED DPF IN BAG AND PLACE BACK IN BOX FOR CORE RETURN. INSTALL REMAN DPF ONTO THE REAR ENGINE AITHE NEW GASKETS AND CLAMPS. REINSTALL THE INLET TO THE DPF WITH NEW GASKETS AND CLAMPS. SECURE AND TIGHEN ALL CLAMPS TO SPEC. REINSTALL THE HOOD ASSY FOR THE REAR ENGINE. REINSTALL THE PRE-CLEANER ASSY. MOVE TO THE FRONT ENGINE. REMOVE THE STEPS FROM THE SIDE OF MACHINE REMOVE THE COVER FROM THE SIDE OF THE MACHINE. REMOVE CLAMPS AND BRACKETS FROM THE FRONT DPF ASSY. REMOVE THE INLET FROM THE FAILED DPF. REMOVE THE FAILED DPF FROM THE MACHINE. REMOVE REMAN DPF FROM THE BOX. PLACE FAILED DPF IN BOX. INSTALL REMAN DPF
06/30/2019	Service	10569	REPLACE REGENERATION	
06/30/2019	Service	10569	TRAVEL TO/FROM MACHINE	
08/01/2019	Service	10667	REPLACE PARKING/SECONDARY BRAKE	CUSTOMER COMPLAINT: PARK BRAK SENSOR FAULTY CAUSE OF FAILURE: ERRATIC SIGNAL FROM BRAKE PRESSURE SENSOR RESULTANT DAMAGE: BRAKE PRESSURE SENSOR REPAIR PROCESS COMMENTS: 7-23-2019 1058 DROVE TO JOB SITE. REMOVED BELLY PAN AND REPLACED PARK BRAKE PRESSURE SENSOR. VERIFIED CODE WAS NOT ACTVIE ANYMORE. PUT BELLY PAN BACK ON MACHINE. DROVE BACK TO SHOP 7-24-2019 1058 UPDATED SERVICE REPORTS.
08/01/2019	Service	10667	TRAVEL TO/FROM MACHINE	CUSTOMER COMPLAINT: CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS:
02/13/2020	Service	12128	TROUBLESHOOT CUSHION-HITCH	
02/13/2020	Service	12128	TRAVEL TO/FROM MACHINE	

04/24/2020	Service	10156		
07/13/2020	Service	11867	TROUBLESHOOT TIMER RELAY	
07/13/2020	Service	11867	REPLACE UPS SYSTEM	
07/13/2020	Service	11867	TROUBLESHOOT WHEEL BRAKING SYSTEM	
07/13/2020	Service	11867	REPAIR WHEEL BRAKING SYSTEM	
07/13/2020	Service	11867	TROUBLESHOOT	
07/13/2020	Service	11867	T&M NOT INCLUDED IN F/R	
07/13/2020	Service	11867	TRAVEL TO/FROM MACHINE	
08/11/2020	Service	11545	INSPECT MACHINE	FIRST MONTH 2/24/20-3/16/20. NO CHARGE FOR THE FIRST VISIT TO DO INSPECTION AND SOS ON MACHINE
08/11/2020	Service	11545	INSPECT MACHINE	SECOND MONTH 3/23/20-4/13/20 INSPECTIONS
08/11/2020	Service	11545	INSPECT MACHINE	THIRD MONTH 4/20/20-5/11/20. INSPECTIONS
08/11/2020	Service	11545	INSPECT MACHINE	FIRST MONTH 2/24/20-3/16/20. NO CHARGE FOR THE FIRST VISIT TO DO INSPECTION AND SOS ON MACHINE
08/11/2020	Service	11545	INSPECT MACHINE	SECOND MONTH 3/23/20-4/13/20 INSPECTIONS
08/11/2020	Service	11545	INSPECT MACHINE	THIRD MONTH 4/20/20-5/11/20. INSPECTIONS
03/10/2021	Service	13004	TROUBLESHOOT PARKING/SECONDARY BRAKE	CUSTOMER COMPLAINT: TROUBLE SHOOT PARKING BRAKE CAUSE OF FAILURE: FAULTY ACCUMULATORS RESULTANT DAMAGE: WARNING ON DASH REPAIR PROCESS COMMENTS: 01-28-2021 / 2073 PAUL / GATHERED TOOLING, PERFORMED SERVICE BRAKE INSPECTION AND TEST, MACHINE PASSED. LOW BRAKE PRESSURE LIGHT STILL ON. TESTED BRAKE PRESSURE DURING APPLICATION AND FOUND PRESSURE IS LOW. CHECKED BRAKE ACCUMULATORS AND FOUND 10 PSI ON BOTH ACCUMULATORS. CHARGED ACCUMULATORS AND ALLOWED TO SIT, ACCUMULATORS WILL NOT HOLD PRESSURE. ADVISED BY SHOP LEAD CORY TO REMOVE BOTH ACCUMULATORS TO BE SENT TO THE SPEC SHOP. ADDED ACTIVITY TO THE SERVICE REPORT. 02-11-2021 / 2073 PAUL / TESTED BRAKE SYSTEM AND FOUND A FAULT FOR THE BRAKE PRESSURE SENSOR. INSPECTED BRAKE PRESSURE SENSOR AND FOUND SENSOR BODY IS CRACKED. RESEARCHED AND ORDERED BRAKE PRESSURE SENSOR. ADDED ACTIVITY TO THE SERVICE REPORT.
03/10/2021	Service	13004	REPAIR PARKING/SECONDARY BRAKE	CUSTOMER COMPLAINT: REPAIR PARKING BRAKE CAUSE OF FAILURE: ACCUMULATOR AND SENSOR FAULT RESULTANT DAMAGE: WARNING LIGHTS IN DASH REPAIR PROCESS COMMENTS: 01-28-2021 / 2073 PAUL / GATHERED TOOLING, REMOVED FRONT OUTER ENGINE COVER. REMOVED ENGINE AIR FILTER BRACKET. REMOVED ACCUMULATOR HOSE GUARDS AND DISCONNECTED HOSES, ALLOWED ACCUMULATORS TO DRAIN. CAPPED OFF ALL OPEN HOSE ENDS. END OF DAY CLEANED TOOLING AND WORK AREA AND ADDED ACTIVITY TO THE SERVICE REPORT. 01-29-2021 / 2073 PAUL / GATHERED TOOLING, REMOVED AIR CLEANER ASSEMBLY, SUPPORTED FIRST ACCUMULATOR WITH THE CRANE AND LIFTED OUT FROM THE MACHINE, PERFORMED THE SAME PROCEDURE FOR THE SECOND ACCUMULATOR, WASHER ACCUMULATORS AND TAGGED. TRANSPORTED BOTH ACCUMULATORS TO THE SPEC SHOP HOLD AREA. ADDED ACTIVITY TO THE SERVICE REPORT. 02-10-2021 / 2073 PAUL / ACCUMULATORS ARRIVED FROM SPEC SHOP. LOOSENED ACCUMULATOR FITTINGS AND REPLACE FACE SEALS. SUPPORTED ACCUMULATORS ONE BY ONE WITH CRANE AND LIFTED
03/10/2021	Service	13004	REPLACE BEARINGS BRAKE ACCUMULATOR	
03/26/2021	Service	13002	PRODUCT PROGRAM UPDATE WIRING HARNESS	
03/26/2021	Service	13002	PRODUCT PROGRAM UPDATE WIRING HARNESS	

10/04/2021	Service	13010	TROUBLESHOOT TIMER RELAY	<p>CUSTOMER COMPLAINT: CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS: SEG 01 7/7/21 DAVID 2426 LOCATED MACHINE, NO START RETRIEVED JUMP CART STARTED TRACTOR SIDE. SCRAPER SIDE STARTED WITHOUT A JUMP. JUMPED MACHINE BEFORE LUNCH SO IT HAD TIME TO CHARGE BATTERIES IN LOT. BROUGHT MACHINE INTO SHOP SHUT OFF MACHINE, WENT TO TURN KEY ON TO TAKE A PSR. LIGHTS ON CONSOLE FLASHED SPORADICALLY THEN STOPPED POWER WAS DEAD AGAIN, REMOVED BATTERY COVER TO CHECK CONNECTION FOUND A SPLICED BATTERY CONNECTION BETWEEN WERE BATTERIES WILL CONNECT IN SERIES. ALSO FOUND SEVERELY CORRODED BATTERY CONNECTIONS. JUMPED MACHINE AGAIN, TOOK A PSR AND CONFIRMED ALTERNATOR WAS WORKING. TRACTOR AND SCRAPER ALTERNATORS ARE PUTTING OUT 27.8 VOLTS, CONFIRMED BATTERIES WERE RECEIVING ALTERNATOR VOLTAGE. REMOVED BATTERY CONNECTIONS AND LOAD TESTED TRACTOR AND SCRAPER BATTERIES. ALL BATTERIES FAILED, INFORMED SALES OF FINDINGS, MADE A QUOTE FOR BATTERY CABLES AND BATTERIES. CLEANED UP AND TYPED REPO</p>
10/04/2021	Service	13010	REPLACE BATTERY	<p>CUSTOMER COMPLAINT: CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS: 7/8/21 DAVID 2426 SENT OUT QUOTE FOR BATTERY PARTS, RETRIEVED BATTERY CHARGER FROM TOOL ROOM, SET UP CHARGER TO SEE IF IT COULD BE USED AS A TEMP BATTERY TO FURTHER TROUBLE SHOOT ON SEG 01. RECEIVED APPROVAL FOR PARTS PLACED ORDER, SOME PARTS ARE CBO WILL FIND OUT WHAT IS CBO TOMORROW. 7/9/21 DAVID 2426 REINSTALLED OLD BATTERY CABLES AND COVERS. INSTRUCTED TO PROPER MACHINE TO BE JUMPED AND TAKEN BACK OUT TO YARD. 7/20/21 DAVID 2426 MADE ROOM IN BAY TO BRING IN MACHINE, RETRIEVED BATTERY CART AND FORKLIFT AND JUMP STARTED THE MACHINE, BOTH FRONT AND REAR BATTERIES ARE NOW DEAD. RETURNED FORKLIFT AND CART BROUGHT MACHINE INTO SHOP. LOOKED UP AND ORDERED PARTS REQUIRED TO MAKE BATTERY CABLE THAT IS CBO. DISCONNECTED REAR BATTERY CABLES AND MOUNTING COVERS, REMOVED REAR BATTERIES, CLEANED PACKED DIRT OUT OF BATTERY BOX, INSTALLED NEW BATTERIES, REINSTALLED CABLES AND MOUNTING C</p>
10/04/2021	Service	13010	TROUBLESHOOT TRANSMISSION	<p>CUSTOMER COMPLAINT: CAUSE OF FAILURE: RESULTANT DAMAGE: REPAIR PROCESS COMMENTS: 7/8/21 DAVID 2426 CHECKED FOR LOGGED AND ACTIVE CODES RELATED TO TRANSMISSION, THERE IS A LOGGED EVENT CODE FOR TRANSMISSION FILTER BYPASSING. CHECKED CONNECTION, WIRING, AND RESISTANCE OF SENSOR, ALL PASSED. DRAINED TRANSMISSION FILTER HOUSING, COLLECTED OIL TO CHECK FOR METAL, SIGNS OF CONTAMINATION PRESENT LARGE METAL PIECES PRESENT. REMOVED AND CUT FILTER, FILTER IS DATED 07/02/20. FINE METAL PARTICLES IN FILTER PLEATS NOT AN EXCESSIVE AMOUNT BUT A NOTICEABLE AMOUNT. RETRIEVED DRAIN PAN, ORDERED OIL SAMPLE KIT, DRAINED TRANSMISSION COLLECTED A SAMPLE, DRAIN PLUG IS NOT MAGNETIC NO METAL FOUND ON IT. REMOVED SCREENS FOUND LARGE PIECES OF METAL IN SCREEN AND HOUSING AND ON SMALLER SHAVINGS ON SCREEN MAGNET. TOOK PICTURES AND SUBMITTED THEM TO MODERN, INFORMED LEAD. CLEANED UP AND TYPED REPORT. 7/9/21 DAVID 2426 CLEANED AND REINSTALLED SCREENS, ORDERED AND INSTALLED NEW TRANSMISSION FI</p>
10/13/2021	Service	13019	PRODUCT PROGRAM UPDATE PRODUCT LINK SYSTEM 321	
10/13/2021	Service	13019	PRODUCT PROGRAM UPDATE PRODUCT LINK SYSTEM 321	

13010 hrs

04/30/2013	Service	817	TRAVEL TO/FROM MACHINE	TRAVEL TO MACHINE
				INSPECT MACHINE FOR THE MONTH OF APRIL INSPECT MACHINE FOR THE MONTH OF APRIL:YND6LTTHEE 04/01/13 CUSTOMER SAID CUSHION HITCH WOULD NOT GO DOWN. WENT TO MACHINE AND TESTED OPERATION. FOUND HITCH WOULD NOT GO DOWN AFTER MACHINE AT OPERATING TEMP UNLESS PARK BRAKE APPLIED. PERFORMED SOME TESTS REQUESTED BY ENGINEERS AND SENT THE INFO TO THEM. HAD CUSTOMER RUN MACHINE AND THEN CAPTURE MORE INFO. CUSTOMER RAN MACHINE UNTIL THE MUD PACKED IN THE FENDERS SO BAD THE FENDERS WERE STRETCHED AND ALMOST TORN OFF. TOOK PICTURES AND SENT TO ENGINEER. STAYED AND HELPED CUSTOMER DIG THE FENDERS OUT AND TOOK SOME MORE PICTURES AND SENT TO ENGINEER THE NEXT DAY. 04/03/13 WENT TO MACHINE AND PULLED FENDERS FROM THE MACHINE TO SEE IF THEY WOULD POP BACK INTO SHAPE WHEN REMOVED. TOOK LOTS OF PICTURES OF THE STRECHED AND WARPED FENDERS AND SENT TO ENGINEER. 4/9/13 WENT TO MACHINE WITH ENGINEER. REPLACED INNER AND OUTER FENDER ASSYS REPLACED CUSHION HITCH CONTROL VALVE. RAN MACHINE TO CHECK FOR LEAKS AND P
04/30/2013	Service	817	INSPECT MACHINE	
04/30/2013	Service	817	TRAVEL TO/FROM MACHINE	TRAVEL TO MACHINE
04/30/2013	Service	817	TRAVEL TO/FROM MACHINE	
				4/30/13 SMU 927 WENT TO MACHINE WITH ENGINEER AND PERFORMED INSPECTION. ADJUSTED LATCH ON FRONT ACCESS DOOR TO TIGHTEN IT UP. FREE UP AND LUBRICATE CAB DOOR LATCHES. DREW OIL SAMPLES. CHECKED DEF LAMP WIRING. BOXED UP OLD FENDERS IN CRATES TO SHIP TO CAT. 5/07/13 SMU 927 TWO OF THE FRONT BELLY PAN BOLTS WERE BOTTOMED OUT IN THE HOLES. REMOVED BOLTS ONE AT A TIME ALONG THE SIDE OF THE PANS UNTIL I FOUND THE SHORT BOLTS THAT WENT IN THE FRONT. REPLACED THE RUBBER SHIELD UNDER THE L/H FENDER. REMOVED THE FUEL TANK OVERFLOW VALVE AND TRIED TO GET OUT BOLT THAT HAD BEEN CHOPPED OFF. FOUND THAT BOLT WAS CROSS THREADED IN THE INSERT IN THE FUEL TANK AND THE INSERT WAS TURNING IN THE TANK. COULD NOT GET THE BOLT OUT. REPLACED THE GASKET ON THE OVERFLOW VALVE AND INSTALLED ALL THE OTHER BOLTS. REPLACED THE TRANS FILTER. CUT TEETH INTO CUTTING EDGES. CHECKED INTAKE SYSTEM ON BOTH ENGINES FOR LEAKS. TIGHTENED HOSE CLAMPS ON THE INTAKE SYSTEMS. DID NOT FIND ANY CLAMPS LOOSE TO SPIN ON THE H
05/30/2013	Service	1027	INSPECT MACHINE	
05/30/2013	Service	1027	TRAVEL TO/FROM MACHINE	
05/30/2013	Service	1027	TRAVEL TO/FROM MACHINE	
				4/30/13 SMU 927 WENT TO MACHINE WITH ENGINEER AND PERFORMED INSPECTION. ADJUSTED LATCH ON FRONT ACCESS DOOR TO TIGHTEN IT UP. FREE UP AND LUBRICATE CAB DOOR LATCHES. DREW OIL SAMPLES. CHECKED DEF LAMP WIRING. BOXED UP OLD FENDERS IN CRATES TO SHIP TO CAT. 5/07/13 SMU 927 TWO OF THE FRONT BELLY PAN BOLTS WERE BOTTOMED OUT IN THE HOLES. REMOVED BOLTS ONE AT A TIME ALONG THE SIDE OF THE PANS UNTIL I FOUND THE SHORT BOLTS THAT WENT IN THE FRONT. REPLACED THE RUBBER SHIELD UNDER THE L/H FENDER. REMOVED THE FUEL TANK OVERFLOW VALVE AND TRIED TO GET OUT BOLT THAT HAD BEEN CHOPPED OFF. FOUND THAT BOLT WAS CROSS THREADED IN THE INSERT IN THE FUEL TANK AND THE INSERT WAS TURNING IN THE TANK. COULD NOT GET THE BOLT OUT. REPLACED THE GASKET ON THE OVERFLOW VALVE AND INSTALLED ALL THE OTHER BOLTS. REPLACED THE TRANS FILTER. CUT TEETH INTO CUTTING EDGES. CHECKED INTAKE SYSTEM ON BOTH ENGINES FOR LEAKS. TIGHTENED HOSE CLAMPS ON THE INTAKE SYSTEMS. DID NOT FIND ANY CLAMPS LOOSE TO SPIN ON THE H
05/30/2013	Service	1027	INSPECT MACHINE	
05/30/2013	Service	1027	TRAVEL TO/FROM MACHINE	
05/30/2013	Service	1027	TRAVEL TO/FROM MACHINE	
06/06/2013	Service	1027	PERFORM SERVICE ON 1000 HR MNT SVR TIER 4	PM 3 ON 627H FIELD FOLLOW MACHINE.
06/06/2013	Service	1027	TRAVEL TO/FROM MACHINE	



Oil
Analysis Report

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CECo Henderson Main Shop

Henderson,NV

Equipment Information					
Component	Front Engine	Sample Point		A - No Action	A
Make	CATERPILLAR	Model	627K	B - Monitor	
Unit Number	501	Serial Number	WTC00102	C - Action	
Meter	11,654	Component Meter	11654	X - Immediate Action	
Jobsite	Default Site	Sample Site	Table Mat Equipment OSO Blanco	Lab No 1203201103	
Fluid Information					
Fluid Type	CAT DEO ULS	Fluid Grade	15W40		
Fluid Meter	1,395	Filter Changed	N	Work Order No	
Fluid Changed	N	Test Package		LH87947	

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	03/19/2019	03/05/2019	02/07/2019	New Oil/Ref
SAMPLE DETAILS									
Lab No	-	-		1203201103	270419R120	210319R302	0703191719	2602192216	-
Meter	-	-		11654	10395	10329	10259	10000	-
Fluid Meter	-	-		1395	136	70	10259	10000	-
Comp Meter	-	-		11654	10395	10329	10259	10000	-
Evaluation	-	-		A	C	A	C	C	-
V100 : Viscosity @ 100°C : ASTM D445									
V100	cSt	-		14.46	13.02	13.19	13.85	13.00	14.9
ICP : Inductively Coupled Plasma : ASTM D5185 ICP									
Fe	ppm	-		45	15	12	24	55	
Cu	ppm	-		7	1	1	3	6	
Pb	ppm	-		8	0	0	1	5	
Sn	ppm	-		1	0	0	1	1	
Cr	ppm	-		1	0	0	0	1	
Ni	ppm	-		0	0	0	0	0	
Ti	ppm	-		0	0	0	0	0	0
Al	ppm	-		2	1	1	2	4	1
Si	ppm	-		5	3	3	4	8	6

Element	UOM	E	Min/Max	Current	04/26/2019	03/19/2019	03/05/2019	02/07/2019	New Oil/Ref
Na	ppm	-		13	37	31	86	249	1
K	ppm	-		1	4	2	4	6	1
B	ppm	-		11	45	52	64	90	62
Ca	ppm	-		1250	1649	1581	1500	1760	1673
Mg	ppm	-		850	603	586	729	533	548
P	ppm	-		1110	998	1030	1078	1158	1031
Zn	ppm	-		1240	1228	1175	1269	1293	1071
Mo	ppm	-		60	42	40	39	100	38
Li	ppm	-		0	0	0	0	0	0
Sb	ppm	-		0	0	0	1	0	
Ba	ppm	-		0	0	0	0	0	0
Cd	ppm	-		0	0	0	0	0	
Mn	ppm	-		0	0	0	0	1	
Ag	ppm	-		0	0	0	0	0	
V	ppm	-		0	0	0	0	0	
Bi	ppm	-		0					
In	ppm	-		0					
PQL : Particle Quantifier Index : In-House									
pqL Index	N/A	-		5	0	0	0	9	
FTIR : FT-IR Spectroscopy : ASTM E2412									
Soot	ABS/CM-1	-		36	13	6	12	44	
OXI	ABS/CM-1	-		21	20	18	16	25	19
NIT	ABS/CM-1	-		11	8	7	8	13	6
Sulf	ABS/CM-1	-		26	23	23	22	30	19
AW	ABS/CM-1	-		19	19	19	20	19	18
FT-IR Glycol	ABS/CM-1	-		0	0	0	0	0	0
FT-IR Water	ABS/CM-1	-		16	13	9	16	32	15



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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	

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
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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

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600 Glendale Ave
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oilab@cashmanfluidsanalysis.com

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Oil
Analysis Report

866.224.3087
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CECo Henderson Main Shop

Henderson, NV

Equipment Information					
Component	Rear Engine	Sample Point		A - No Action	A
Make	CATERPILLAR	Model	627K	B - Monitor	
Unit Number	501	Serial Number	WTC00102	C - Action	
Meter	11,545	Component Meter	11545	X - Immediate Action	
Jobsite	Default Site	Sample Site	Table Mat Equipment OSO Blanco	Lab No	2802201710
Fluid Information					
Fluid Type	CAT DEO ULS	Fluid Grade	15W40		
Fluid Meter	1,286	Filter Changed	N	Work Order No	
Fluid Changed	N	Test Package			LH87947

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

Data Interpreter Comments Interpreted by : Will Miller

Wear Rate, Oil Condition and Particle Generated Analysis are acceptable for this sample. No action is required at this time. Please continue to build a reliable operating trend by sampling at the next regular scheduled service interval and any time the oil is changed.

Element	UOM	E	Min/Max	Current	04/26/2019	03/05/2019	02/07/2019		New Oil/Ref
SAMPLE DETAILS									
Lab No	-	-		2802201710	270419R121	0703191718	2602192603		-
Meter	-	-		11545	10395	10259	10000		-
Fluid Meter	-	-		1286	136	7567	10000		-
Comp Meter	-	-		11545	10395	10259	10000		-
Evaluation	-	-		A	A	A	A		-
V100 : Viscosity @ 100°C : ASTM D445									
V100	cSt	-		13.99	13.52	15.23	15.54		14.9
ICP : Inductively Coupled Plasma : ASTM D5185 ICP									
Fe	ppm	-		16	6	22	21		
Cu	ppm	-		1	0	2	2		
Pb	ppm	-		2	0	4	4		
Sn	ppm	-		1	0	1	1		
Cr	ppm	-		1	0	1	1		
Ni	ppm	-		0	0	0	0		
Ti	ppm	-		0	1	0	0		0
Al	ppm	-		3	2	6	4		
Si	ppm	-		4	2	6	5		

Element	UOM	E	Min/Max	Current	04/26/2019	03/05/2019	02/07/2019		New Oil/Ref
Na	ppm	-		2	2	2	2		
K	ppm	-		1	3	2	2		
B	ppm	-		16	50	125	142		62
Ca	ppm	-		1345	1598	1885	1960		1673
Mg	ppm	-		903	625	581	601		548
P	ppm	-		1152	993	1124	1293		1031
Zn	ppm	-		1264	1209	1360	1416		1071
Mo	ppm	-		64	48	68	64		38
Li	ppm	-		0	0	0	0		
Sb	ppm	-		0	0	0	0		
Ba	ppm	-		0	0	0	0		0
Cd	ppm	-		0	0	0	0		
Mn	ppm	-		0	0	0	0		
Ag	ppm	-		0	0	0	0		
V	ppm	-		0	0	0	0		
Bi	ppm	-		0					
In	ppm	-		0					
PQL : Particle Quantifier Index : In-House									
pqL Index	N/A	-		5	0	0	0		
FTIR : FT-IR Spectroscopy : ASTM E2412									
Soot	ABS/CM-1	-		11	5	20	18		
OXI	ABS/CM-1	-		18	20	28	27		19
NIT	ABS/CM-1	-		9	7	13	12		6
Sulf	ABS/CM-1	-		21	23	28	26		19
AW	ABS/CM-1	-		19	20	21	20		18
FT-IR Glycol	ABS/CM-1	-		0	0	1	0		
FT-IR Water	ABS/CM-1	-		16	14	20	23		



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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

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Oil
Analysis Report

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CECo Henderson Main Shop

Henderson, NV

Equipment Information					
Component	Front Transmission	Sample Point		A - No Action	A
Make	CATERPILLAR	Model	627K	B - Monitor	
Unit Number	501	Serial Number	WTC00102	C - Action	
Meter	13,005	Component Meter	13005	X - Immediate Action	
Jobsite	Default Site	Sample Site	Used CAT Inventory	Lab No	1007211113
Fluid Information					
Fluid Type	UNKNOWN BRAND/TYPE	Fluid Grade	UNKNOWN		
Fluid Meter	13,005	Filter Changed	N	Work Order No	
Fluid Changed	N	Test Package			LH95009-01

Sample Date 07/08/2021 Entered 07/10/2021 Analyzed 07/13/2021

Data Interpreter Comments Interpreted by : Alan Johnson

Providing accurate operating time on the oil will result in a more reliable evaluation and recommendation. Wear rate cannot be accurately determined. Wear Rate, Oil Condition and Total Ferrous Debris (ppL) index are acceptable. Particle count indicates acceptable particulate contamination. No action required. Continue to build a reliable operating trend. Sample again at the next scheduled service interval. Note: Consider Filter Debris Analysis for plugged filter.

Element	UOM	E	Min/Max	Current	04/26/2019	03/05/2019	02/07/2019		New Oil/Ref
SAMPLE DETAILS									
Lab No	-	-		1007211113	270419R103	0703191419	2602192409		-
Meter	-	-		13005	10395	10259	10000		-
Fluid Meter	-	-		13005	10395	10259	10000		-
Comp Meter	-	-		13005	10395	10259	10000		-
Evaluation	-	-		A	A	A	C		-
DEBRIS : Visible Debris : -									
Debris	-	-		No	No	No	Yes		
V100 : Viscosity @ 100°C : ASTM D445									
V100	cSt	-		10.68	11.06	10.93	10.96		10.8
ICP : Inductively Coupled Plasma : ASTM D5185 ICP									
Fe	ppm	-		23	22	28	29		
Cu	ppm	-		49	27	39	36		
Pb	ppm	-		4	2	4	3		
Sn	ppm	-		1	0	1	1		
Cr	ppm	-		0	0	0	0		
Ni	ppm	-		1	1	1	1		
Ti	ppm	-		0	0	0	0		

Element	UOM	E	Min/Max	Current	04/26/2019	03/05/2019	02/07/2019		New Oil/Ref
Al	ppm	-		3	2	3	3		
Si	ppm	-		7	6	8	11		
Na	ppm	-		2	2	5	3		
K	ppm	-		0	3	1	1		
B	ppm	-		10	2	2	2		
Ca	ppm	-		2020	2949	3103	3227		
Mg	ppm	-		29	19	15	15		
P	ppm	-		863	980	1093	1214		
Zn	ppm	-		987	1268	1305	1353		
Mo	ppm	-		3	0	1	0		
Li	ppm	-		0	0	0	0		
Sb	ppm	-		0	0	1	1		
Ba	ppm	-		0	0	0	0		
Cd	ppm	-		0	0	0	0		
Mn	ppm	-		1	1	1	1		
Ag	ppm	-		0	0	0	0		
V	ppm	-		0	0	0	0		
Bi	ppm	-		0					
In	ppm	-		0					
APC : Automatic Particle Count (Cumulative) by Direct Imaging - ISO Classification : ASTM D7596									
4u	Part/mL	-		12641	936	787	-		
6u	Part/mL	-		746	291	176	-		
14u	Part/mL	-		7	15	6	-		
21u	Part/mL	-		0	2	0	-		
38u	Part/mL	-		0	0	0	-		
70u	Part/mL	-		0	0	0	-		
ISO	N/A	-		21/17/10	17/15/11	17/15/10	-		
Cutting	Part/mL	-		1	0	0	-		
Sliding	Part/mL	-		0	7	0	-		
Fatigue	Part/mL	-		3	3	6	-		
Non Metallic	Part/mL	-		0	3	0	-		
Fibers	Part/mL	-		0	0	0	-		
Total Part/ml	Part/mL	-		12641	936	787	-		
PQL : Particle Quantifier Index : In-House									
pqL Index	N/A	-		0	6	7	37		
FTIR : FT-IR Spectroscopy : ASTM E2412									
OXI	ABS/CM-1	-		4	3	3	3		
NIT	ABS/CM-1	-		4	4	4	4		
Sulf	ABS/CM-1	-		15	17	18	17		
AW	ABS/CM-1	-		14	12	11	11		
FT-IR Glycol	ABS/CM-1	-		0	1	1	1		
FT-IR Water	ABS/CM-1	-		12	13	15	22		



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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
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Particle Count

4u: 4 microns	6u: 6 microns	14u: 14 microns	21u: 21 microns	38u: 38 microns
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Oil
Analysis Report

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CECo Henderson Main Shop

Henderson, NV

Equipment Information				A - No Action	C
Component	Rear Transmission	Sample Point		B - Monitor	
Make	CATERPILLAR	Model	627K	C - Action	
Unit Number	501	Serial Number	WTC00102	X - Immediate Action	
Meter	11,545	Component Meter	11545	Lab No	2802201412
Jobsite	Default Site	Sample Site	Table Mat Equipment		
Fluid Information					
Fluid Type	UNKNOWN BRAND/TYPE	Fluid Grade	30 WT		
Fluid Meter	11,545	Filter Changed	N	Work Order No	
Fluid Changed	N	Test Package		LH87947	

Sample Date	02/24/2020	Entered	02/28/2020	Analyzed	02/29/2020
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Data Interpreter Comments Interpreted by : Will Miller

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. Wear Rate Analysis is acceptable for the operating time on the oil. Total Ferrous Debris (pQL) 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	03/05/2019	02/07/2019			New Oil/Ref
SAMPLE DETAILS									
Lab No	-	-		2802201412	0703191420	2602192303			-
Meter	-	-		11545	10259	10100			-
Fluid Meter	-	-		11545	10259	10100			-
Comp Meter	-	-		11545	10259	10100			-
Evaluation	-	-		C	A	A			-
DEBRIS : Visible Debris : -									
Debris	-	-		No	No	No			
V100 : Viscosity @ 100°C : ASTM D445									
V100	cSt	-		10.69	10.84	11.13			15
ICP : Inductively Coupled Plasma : ASTM D5185 ICP									
Fe	ppm	-		20	18	21			
Cu	ppm	-		209	247	238			
Pb	ppm	-		0	0	1			
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	03/05/2019	02/07/2019			New Oil/Ref
Al	ppm	-		5	5	5			
Si	ppm	-		7	7	7			
Na	ppm	-		3	4	1			
K	ppm	-		2	1	2			
B	ppm	-		2	1	3			
Ca	ppm	-		2807	3079	3052			
Mg	ppm	-		19	18	19			
P	ppm	-		984	1108	1117			
Zn	ppm	-		1177	1257	1254			
Mo	ppm	-		1	1	1			
Li	ppm	-		0	0	0			
Sb	ppm	-		0	1	1			
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	-		18048	526	10997			
6u	Part/mL	-		5101	125	1360			
14u	Part/mL	-		195	12	38			
21u	Part/mL	-		57	6	12			
38u	Part/mL	-		7	4	2			
70u	Part/mL	-		0	0	0			
ISO	N/A	-		21/20/15	16/14/11	21/18/12			
Cutting	Part/mL	-		27	1	3			
Sliding	Part/mL	-		18	0	1			
Fatigue	Part/mL	-		51	3	3			
Non Metallic	Part/mL	-		69	6	26			
Fibers	Part/mL	-		4	0	0			
Total Part/ml	Part/mL	-		18048	526	10997			
PQL : Particle Quantifier Index : In-House									
pqL Index	N/A	-		7	0	0			
FTIR : FT-IR Spectroscopy : ASTM E2412									
OXI	ABS/CM-1	-		4	4	4			
NIT	ABS/CM-1	-		5	5	4			
Sulf	ABS/CM-1	-		17	18	17			
AW	ABS/CM-1	-		13	13	12			
FT-IR Glycol	ABS/CM-1	-		1	1	1			
FT-IR Water	ABS/CM-1	-		14	14	14			



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Cd: Cadmium	Cr: Chrome	Cu: Copper	Fe: Iron	K: Potassium
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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
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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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F-212 Rev 1

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Oil
Analysis Report

866.224.3087
www.cashmanfluidsanalysis.com

CECo Henderson Main Shop

Henderson, NV

Equipment Information					
Component	Transmission	Sample Point		A - No Action	A
Make	CATERPILLAR	Model	627K	B - Monitor	
Unit Number	501	Serial Number	WTC00102	C - Action	
Meter	13,019	Component Meter	13019	X - Immediate Action	
Jobsite	Default Site	Sample Site	Used CAT Inventory	Lab No 2807212113	
Fluid Information					
Fluid Type	CAT TDTO	Fluid Grade	30 WT		
Fluid Meter	13	Filter Changed	Y		Work Order No
Fluid Changed	Y	Test Package			LH95009

Sample Date 07/26/2021 Entered 07/28/2021 Analyzed 07/30/2021

Data Interpreter Comments Interpreted by : Will Miller

Wear Rate, Oil Condition and Particle Generated Analysis are acceptable for this sample. No action is required at this time. Please continue to build a reliable operating trend by sampling at the next regular scheduled service interval and any time the oil is changed.

Element	UOM	E	Min/Max	Current	02/24/2020	03/05/2019			New Oil/Ref
SAMPLE DETAILS									
Lab No	-	-		2807212113	2802201605	0703191421			-
Meter	-	-		13019	11545	10259			-
Fluid Meter	-	-		13	11545	10259			-
Comp Meter	-	-		13019	11545	10259			-
Evaluation	-	-		A	A	A			-
DEBRIS : Visible Debris : -									
Debris	-	-		No	No	No			
V100 : Viscosity @ 100°C : ASTM D445									
V100	cSt	-		10.95	10.74	10.24			11.1
ICP : Inductively Coupled Plasma : ASTM D5185 ICP									
Fe	ppm	-		6	18	127			
Cu	ppm	-		9	29	1			
Pb	ppm	-		0	2	0			
Sn	ppm	-		0	1	0			
Cr	ppm	-		0	0	2			
Ni	ppm	-		0	1	14			
Ti	ppm	-		0	0	0			0

Element	UOM	E	Min/Max	Current	02/24/2020	03/05/2019			New Oil/Ref
Al	ppm	-		1	2	2			
Si	ppm	-		3	5	45			3
Na	ppm	-		3	1	4			4
K	ppm	-		0	1	1			2
B	ppm	-		3	8	11			2
Ca	ppm	-		2620	2160	2459			2900
Mg	ppm	-		18	30	17			15
P	ppm	-		972	881	968			1040
Zn	ppm	-		1100	1012	1101			1250
Mo	ppm	-		1	2	2			0
Li	ppm	-		0	0	0			
Sb	ppm	-		1	0	1			
Ba	ppm	-		0	0	0			0
Cd	ppm	-		0	0	0			0
Mn	ppm	-		0	1	1			0
Ag	ppm	-		0	0	0			
V	ppm	-		0	0	0			0
Bi	ppm	-		1	0				
In	ppm	-		0	0				
APC : Automatic Particle Count (Cumulative) by Direct Imaging - ISO Classification : ASTM D7596									
4u	Part/mL	-		6512	9295	12936			
6u	Part/mL	-		759	2878	3160			
14u	Part/mL	-		15	261	41			
21u	Part/mL	-		4	102	7			
38u	Part/mL	-		0	12	0			
70u	Part/mL	-		0	2	0			
ISO	N/A	-		20/17/11	20/19/15	21/19/13			
Cutting	Part/mL	-		3	22	2			
Sliding	Part/mL	-		3	12	11			
Fatigue	Part/mL	-		2	83	10			
Non Metallic	Part/mL	-		7	90	13			
Fibers	Part/mL	-		0	5	1			
Total Part/ml	Part/mL	-		6512	9295	12936			
PQL : Particle Quantifier Index : In-House									
pqL Index	N/A	-		5	5	16			
FTIR : FT-IR Spectroscopy : ASTM E2412									
OXI	ABS/CM-1	-		3	3	5			3
NIT	ABS/CM-1	-		4	4	4			4
Sulf	ABS/CM-1	-		17	14	16			
AW	ABS/CM-1	-		12	14	13			11
FT-IR Glycol	ABS/CM-1	-		1	0	0			1
FT-IR Water	ABS/CM-1	-		13	12	17			12



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.

Report Format

The report is organized into easily identified sections and columns.

Equipment Information contains all of the descriptive and identifying information applicable to the machine, system and/or component. The Overall Evaluation is displayed in a color-coded format. After carefully evaluating the laboratory test data in conjunction with the equipment and fluid information the analyst defines the Overall Evaluation and Alert Levels as:

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

Fluid Information contains the descriptive and identifying information regarding the lubricant or fluid being analysed.

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.

E column shows the Evaluation Code describing if and how much a test result exceeded a statistical limit, if applicable. A-Green indicates no limit was exceeded. B-Yellow indicates a first level limit was exceeded. C-Orange indicates a second level limit was exceeded. X-Red indicates a third and final level limit was exceeded. Z-Gray indicates no limit exists.

Min/Max represents the actual limit value that was exceeded for the applicable Evaluation Code.

Current displays sample details and test result data for the current sample. Sample details and test data for previous samples are displayed in the next 4 columns.

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

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