

User: D430

Catalog #:

D10R Track Type Tractors, 2002
SN: 03KR01868Current Hours (SMU): 14830
Sale Date: 01/24/2002

Delivery Date: 01/24/2002

Service History

Service Date	Invoice Type	Hours	Description	Service Notes
01/11/2007	Parts	0		
04/30/2007	Parts	0		
05/16/2007	Parts	0		
06/27/2007	Parts	0		
07/03/2007	Parts	0		
08/24/2007	Parts	0		
09/08/2007	Parts	0		
10/12/2007	Parts	0		
11/20/2007	Parts	0		
01/08/2008	Parts	0		
03/04/2008	Parts	0		
03/27/2008	Parts	0		
03/28/2008	Parts	0		
03/31/2008	Parts	0		
06/13/2008	Parts	0		
06/26/2008	Parts	0		
07/08/2008	Service	9337	REPAIR TRACK ASSEMBLY	
07/10/2008	Parts	0		
07/10/2008	Parts	0		
07/16/2008	Parts	0		
07/17/2008	Parts	0		
08/02/2008	Parts	0		
09/27/2008	Service	0	RESEAL+LIGHT HONE NON-CAT HYD CYLINDER	1- 9T2869T HYDRUALIC CYLINDER / LIFT 00X006226 REF SALE ON DOC #00C347767 NET SALE 1- LIFT CYLINDER @ \$1153.50 +++++ CUSTOMER COMPLAINT: N.A. CAUSE OF FAILURE: ROD SCRATCHED BY OUTSIDE SOURCE. RESULTANT DAMAGE: SEALS DETERIORATED, BARREL BORE SCRATCHED, ROD BEARING CRACKED, TRUNNION BEARINGS WORN. REPAIR PROCESS COMMENTS: CLEANED AND INSPECTED ALL PARTS, INSTALLED KIT AND OVAL SEAL, BUILT TO SPECS AND TESTED. N.P.W.O./N.P.R.
09/27/2008	Service	0	HONE/KNURL NON-CAT HYD CYLINDER	1- 9T2869T HYDRUALIC CYLINDER / LIFT 00X006226 +++++ REPAIR PROCESS COMMENTS: HONED BARREL BORE.
09/27/2008	Service	0	TESTSTD DLR REBUILD COMP MAJOR	1- 9T2869T HYDRUALIC CYLINDER / LIFT 00X006226
09/27/2008	Service	0	RESEAL+LIGHT HONE NON-CAT HYD CYLINDER	
09/27/2008	Service	0	HONE/KNURL NON-CAT HYD CYLINDER	
09/27/2008	Service	0	ULTRASONIC TEST LIFT/HOIST CYLINDER	SALVAGE/REPLACEMENT OF CYLINDER PARTS NEEDED TO REPAIR EXCHANGE LIFT CYLINDER WHICH IS ADDITIONAL TO THE PRICE OF CYLINDER ON DOC # 00C347767. +++++ REPAIR PROCESS COMMENTS: ROD SCRATCHED BY OUTSIDE SOURCE. BARREL BORE SCRATCHED, ROD BEARING CRACKED, TRUNNION BEARINGS WORN. POLISHED ROD IN LATHE, REMOVED OLD AND INSTALLED NEW ROD BEARING, REMOVED OLD AND INSTALLED NEW TRUNNION BEARINGS.
09/27/2008	Service	0	TESTSTD DLR REBUILD COMP MAJOR	
10/14/2008	Parts	0		
11/21/2008	Parts	0		

11/29/2008	Service	0	REPLACE CYLINDER HEAD ASSEMBLY	<p>order 2 reman heads and furnish all seals & gasket kits needed to install heads, aftercooler, & turbo. swap all needed parts from customer heads to reman Order installation tool for adapters.</p> <p>+++++ REPAIR PROCESS COMMENTS: ORDERED REMAN CYLINDER HEADS P/NS OR8515 AND ALL GASKETS, SEALS AND INJECTOR TUBE TOOL NEEDED FOR INSTALLATION. REMOVED CLEANED AND INSPECTED OIL MANIFOLDS, HEATS SHIELDS, INJECTOR TUBES AND EXHAUST MANIFOLDS. INSTALLED NEW STUDS, NUTS, GASKETS, SEALS AND REINSTALLED EXHAUST MANIFOLDS. INSTALLED O-RING SEALS ON INJECTOR TUBES. RESEALED BIG PLUGS ON OIL MANIFOLDS. STAMPED CYLINDER HEADS, BOXED UP ALL PARTS, FOR CUSTOMER TO PICK-UP. (4568)</p>
03/20/2009	Parts	0		
04/03/2009	Parts	0		
04/09/2009	Parts	0		
04/16/2009	Parts	0		
04/22/2009	Service	10727	REPAIR STEERING SYSTEM	<p>CUSTOMER COMPLAINT: WILL NOT TURN RIGHT, LEFT TRACK NOT PULLING. CAUSE OF FAILURE: DEBRIS INSIDE THE STEERING VALVE. RESULTANT DAMAGE: HAD ONE OF THE OIL PORTS TO THE LEFT STEERING CLUTCH SPOOL WAS PLUGGED. REPAIR PROCESS COMMENTS: CHECKED STEERING AND BRAKE PRESSURES. FOUND THE LEFT STEERING CLUTCH HAD 0-PSI. CHECKED SOLENOID VALVE, IT WAS OK. REMOVED STEERING VALVE AND DISASSEMBLED. FOUND DEBRIS INSIDE THE VALVE ASSEMBLY, AND THE ONE PORT PLUGGED. ORDERED ALL NEW SEALS AND SCREENS FOR THE VALVE AND HAD THEM SENT TO ME FROM OUR SHOP. WASHED ALL DEBRIS FROM VALVE, ASSEMBLED VALVE WITH ALL NEW SEALS AND SCREENS. INSTALLED ON MACHINE. RAN AND CHECKED, ALL PRESSURES WERE IN SPEC. INSTALLED FLOOR PLATE. PUT MACHINE BACK INTO SERVICE. CUSTOMER INFORMED ME THAT THEY HAD ALREADY REPLACED THE LEFT FINAL-DRIVE AND STEERING CLUTCH, AND CHANGED OIL AND FILTERS. SHOWED ME THE OLD FILTER. IT HAD BEEN PLUGGED AND HAD STARTED COMING APART. I INFORMED CUSTOMER THAT THE DEBRIS IN THE SYSTEM AND FROM TH</p>
04/30/2009	Parts	0		
04/30/2009	Service	0	WASH, FUEL&GO STEERING CLUTCH AND BRAKE	<p>(1) OR8601T Steering Clutch 00X006640</p> <p>+++++ STEERING CLUTCH RECONDITION-MAJOR (EACH) - PARTS AND LABOR INCLUDED. INCLUDES UPDATING UNIT TO LATEST PARTS. ALL PARTS ARE CHECKED FOR REUSE PER CATERPILLAR GUIDELINES. PRESSURE TEST ON BENCH. CUSTOMER COMPLAINT: LEVEL 1 RECONDITION STEERING CLUTCH AND BRAKE. CAUSE OF FAILURE: DISC WERE SCRATCHED UP. RESULTANT DAMAGE: RESEAL, RE BEARING, AND REPLACE DISC. REPAIR PROCESS COMMENTS: WE TORE DOWN THE STEERING CLUTCH, CLEANED, AND INSPECTED IT. WE REBUILT IT USING ALL NEW SEALS BEARINGS AND NEW DISC. TESTED ON TEST BENCH TO CATERPILLAR SPEC.</p>
04/30/2009	Service	0	TESTSTD DLR REBUILD COMP MAJOR	<p>888 EXCHANGE PREMIUM - THIS IS A FLAT RATE MISC. CHARGE THAT SHOULD BE ON A SEPARATE SEGMENT. THIS IS AN EXCHANGE PREMIUM LEVIED ON CERTAIN EXCHANGE COMPONENTS. THE EXCHANGE PREMIUM WILL NOT BE SEEN BY CUSTOMERS ON INVOICES. THIS PRACTICE IS NOT TO BE ADVERTISED AND SHOULD BE CONSIDERED TTCO CONFIDENTIAL.</p>
04/30/2009	Service	0	WASH, FUEL&GO FINAL DRIVE(S)	<p>(1) OR8504T Final Drive 00X00663</p> <p>+++++ FINAL DRIVE LEVEL ONE RECONDITION (MAJOR). LEVEL I REBUILD. PARTS AND LABOR INCLUDED. COMPONENT IN-SHOP, OFF MACHINE. LEVEL I CORE CONDITION CRITERIA: <> ACCEPTABLE PART NUMBER - CATERPILLAR PART. <> SPROCKET (OR WHEEL), HUB, CARRIER, OR PINDLE NOT VISIBLY CRACKED OR BROKEN. <> GEARS NOT VISIBLY BROKEN (WITH COVER PLATE REMOVED). <> FULLY ASSEMBLED AND COMPLETE. EXCLUDES <> ANY PIN BORE MACHINE WORK CUSTOMER COMPLAINT: UNKNOWN CAUSE OF FAILURE: NO FAILURES. NORMAL WEAR. RESULTANT DAMAGE: ALL BEARINGS, SEALS, & SMALL SUN GEAR NEEDED REPLACEMENT. REPAIR PROCESS COMMENTS: REPLACED ALL PARTS AS NEEDED TO REBUILD THE FINAL DRIVE TO THE LATEST CATERPILLAR SPEC'S. NO P.W.O.# AVAILABLE</p>
04/30/2009	Service	0	TESTSTD DLR REBUILD COMP MAJOR	<p>888 EXCHANGE PREMIUM - THIS IS A FLAT RATE MISC. CHARGE THAT SHOULD BE ON A SEPARATE SEGMENT. THIS IS AN EXCHANGE PREMIUM LEVIED ON CERTAIN EXCHANGE COMPONENTS. THE EXCHANGE PREMIUM WILL NOT BE SEEN BY CUSTOMERS ON INVOICES. THIS PRACTICE IS NOT TO BE ADVERTISED AND SHOULD BE CONSIDERED TTCO CONFIDENTIAL.</p>
05/05/2009	Parts	0		
12/18/2009	Parts	0		
06/04/2010	Parts	0		
07/15/2010	Parts	0		
07/27/2010	Parts	0		

08/13/2010	Service	0	RESEAL+LIGHT HONE NON-CAT HYD CYLINDER	1- 9T2869T HYDRAULIC CYLINDER / LIFT 00X007297 REF SALE ON DOC # 00C537140 NET SALE 1- LIFT CYLINDER @ \$1646.98 +++++ CUSTOMER COMPLAINT: N/A. CAUSE OF FAILURE: U-CUP SEAL WORN. RESULTANT DAMAGE: SEALS DETERIORATED. BARREL BORE SCRATCHED. TRUNNION BEARINGS WORN. ROD EYE BUSHING WORN. ROD EYE BORE WORN. ROD CHROME SCUFFED. REPAIR PROCESS COMMENTS: CLEANED AND INSPECTED ALL PARTS. POLISHED ROD ON LATHE. REMOVED AND INSTALED TRUNNION BEARINGS. REMOVED AND INSTALLED ROD EYE BUSHING. INSTALLED KIT. BUILT TO SPECS AND TESTED O.K. PWO-RR51997/NPR.
08/13/2010	Service	0	HONE/KNURL NON-CAT HYD CYLINDER	1- 9T2869T HYDRAULIC CYLINDER / LIFT 00X007297 +++++ REPAIR PROCESS COMMENTS: HONED BARREL BORE 6.25" X 65.1".
08/13/2010	Service	0	TESTSTD DLR REBUILD COMP MAJOR	1- 9T2869T HYDRAULIC CYLINDER / LIFT 00X007297
08/13/2010	Service	0	RESEAL+LIGHT HONE NON-CAT HYD CYLINDER	
08/13/2010	Service	0	HONE/KNURL NON-CAT HYD CYLINDER	
08/13/2010	Service	0	ULTRASONIC TEST LIFT/HOIST CYLINDER	SALVAGE/REPLACEMENT OF CYLINDER PARTS NEEDED TO REPAIR EXCHANGE LIFT CYLINDER WHICH IS ADDITIONAL TO THE PRICE OF CYLINDER ON DOC # 00C537140. +++++ CAUSE OF FAILURE: U-CUP SEAL WORN. RESULTANT DAMAGE: SEALS DETERIORATED. BARREL BORE SCRATCHED. TRUNNION BEARINGS WORN. ROD EYE BUSHING WORN. ROD EYE BORE WORN. ROD CHROME SCUFFED. REPAIR PROCESS COMMENTS: SENT ROD TO CRC MACHINE SHOP TO HAVE EYE BORE REPAIRED.
08/13/2010	Service	0	TESTSTD DLR REBUILD COMP MAJOR	
08/28/2010	Parts	0		
07/10/2012	Service	13589	REMOVE AND INSTALL ENGINE	CUSTOMER COMPLAINT: HOSES TO BE REPLACED, ENGINE TO BE INSTALLED CAUSE OF FAILURE: UNKNOWN RESULTANT DAMAGE: UNKNOWN REPAIR PROCESS COMMENTS: AFTER ENGINE WAS SET INTO FRAME WE BEGAN TO INSTALL ALL WIRING AND HOSES ON ENGINE AND TORQUE CONVERTOR. INSTALLED DRIVE LINE FROM TORQUE CONVERTOR TO TRANSMISSION. INSTALLED GUARDS. RETURNED THE NEXT DAY AND FINISHED WITH HOSES AND WIRING TO ENGINE. GOT RADIATOR FROM SHOP AND BEGAN INSTALLATION OF RADIATOR SEE SEGMENT 03. AFTER RADIATOR WAS INSTALLED WE THEN FILLED TRANSMISSION AND HYDRAULIC TANK WITH OIL STARTED ENGINE AND CHECKED FOR LEAKS. FOUND THAT WE HAD A HYDRAULIC LEAK ON HOSE FROM VALVE ON ONE OF THE HOSES THAT HAD BEEN INSTALLED. REMOVED HOSE AND CHECKED SEAL FOUND THAT SEAL HAD FELL OUT DURING INSTALLATION, INSTALL SEAL AND INSTALLED HOSE BACK ON FITTING. RAN AND CHECKED FOR LEAKS. NO LEAKS FOUND. BEGAN PROCESS OF INSTALLING GUARDS BACK ON MACHINE. ENGINE HAD BEEN REMOVED BY SOMEONE ELSE A COUPLE OF WEEKS EARLIER AND WE HAD TO FIND B
07/10/2012	Service	13589	REMOVE AND INSTALL HOSES & LINES	REPAIR PROCESS COMMENTS: ARRIVED AT JOB LOCATION WITH ENGINE. FOUND THAT HOSES AND CABLES WERE SUPPOSE TO BE ORDERED AND REPLACED BEFORE ENGINE WAS INSTALLED. TALKED WITH CUSTOMER AND CUSTOMER INSTRUCTED US TO FIND ALL HOSES AND CABLES AND ORDER PARTS. SPENT THE DAY CLEANING AND LOOKING UP PARTS FOR ENGINE INSTALLATION. FOUND THAT SEVERAL CABLES WERE BROKEN AND ORDERED ALL HOSES AND CABLES. RETURNED TO JOB SITE ON MONDAY MORNING WITH HOSES AND CABLES. BEGAN CHANGING HYDRAULIC LINES AND HOSES. REPLACED HOSES FOR VALVES AND ALSO HOSES FOR TORQUE CONVERTOR AND TRANSMISSION. RETURNED TO JOB THE NEXT DAY AND HAD TO ROLL THE NOSE SO THAT HYDRAULIC HOSES COULD BE REPLACED FROM FRONT OF MACHINE THAT RAN FROM TILT VALVE TO BACK OF MACHINE TO CONTROL VALVE. AFTER HOSES WERE COMPLETE ROLLED NOSE BACK FORWARD SO THAT ENGINE COULD BE INSTALLED. REPLACE HEATER HOSES AND AIR CONDITIONER HOSES FROM EVAPORATOR CORE TO ACCUMULATOR. ALSO REPLACED ACCUMULATOR AND DRYER FOR A/C. ALL LINES FOR A/C WAS REPLA
07/10/2012	Service	13589	REMOVE AND INSTALL RADIATOR	REPAIR PROCESS COMMENTS: RADIATOR WAS REMOVED AND SENT TO RADIATOR SHOP FOR REPAIRS. WE INSTALLED RADIATOR IN FRAME AND HAD TO ROLL THE NOSE AND INSTALL PINS IN NOSE. HAD TO DROP FRONT STUMP GUARD IN ORDER TO GAIN ACCESS TO BOTTOM HOSES ON RADIATOR. INSTALLED BOTTOM HOSES WITH MUCH DIFFICULTY. HAD TO USE COME ALONG TO GET TUBE LINED UP SO THAT BOTTOM HOSES COULD BE INSTALLED. AFTER GETTING HOSES INSTALLED WE REINSTALLED THE BOTTOM FRONT GUARD BACK ON MACHINE. RETURNED THE NEXT MORNING AND INSTALLED CONDENSER CORE AND FINISHED INSTALLING A/C LINES. INSTALLED FAN AND ALSO INSTALLED FAN GUARDS. FILLED RADIATOR WITH COOLANT AND CHECKED FOR LEAKS. NO LEAKS FOUND. SEE SEGMENT 01 FOR DETAILS ON COMPLETION OF ENGINE INSTALL.
07/10/2012	Service	13589	RECONDITION FOR EXCHANGE ENGINE	

07/10/2012	Service	13589	REMOVE AND INSTALL ATTACHMENT(S)	<p>R & I OF ITEMS NOT INCLUDED IN ENGINE RECONDITION: TORQUE CONVERTER, AIR CLEANER, VEE BELTS, MUFFLERS MACHINE WIRING HARNESSES, HYDRAULIC PUMPS.</p> <p>REPAIR PROCESS COMMENTS: ALTERNATOR - REPLACED WITH A REMAN ALTERNATOR (#10R-8755). REPLACED THE PULLEY (#8Q-1963) DUE TO EXCESSIVE WEAR. N (ID# 4294) WIRING HARNESS - REPLACED THE ENGINE HARNESS (#106-8491) DUE TO WORN AND BRITTLE WIRING AND DAMAGED LOOM. REPLACED THE A/C HARNESS (#351-7050) DUE TO WORN WIRES AND THE TIMER MODULE (#344-2689) DUE TO CUSTOMER REPAIRS. REPLACED ALL CLIPS DUE TO MISSING OR WORN PROTECTIVE COATING. REPAIRED THE JACKET WATER HEATER HARNESS. (ID# 4294)</p>
07/10/2012	Service	13589	WASH, FUEL&GO TORQUE CVTR,DVDR,RETARD	<p>TORQUE CONVERTER RECONDITION (MAJOR). PARTS AND LABOR. INCLUDES ALL CONVERTER INTERNAL PARTS, OUTLET RELIEF VALVE GROUP AND REMOVE CONVERTER FROM HOUSING. EXCLUDES LABOR FOR REMOVING HOUSING FROM ENGINE. ADDITIONAL CHARGES FOR REPAIR OR REPLACEMENT OF SCAVENGE PUMP, LOCK-UP CLUTCH VALVE, SEQUENCE AND PRESSURE RELIEF VALVE. ADDITIONAL CHARGE FOR SALVAGE OR REPLACEMENT OF OUTER HOUSING. CAUSE OF FAILURE: 7G-5622 PLATARY GEARS WERE WORN OUT. RESULTANT DAMAGE: 3 7G-5622 PLANETARY GEARS, 3 6P-3901 SHAFTS. REPAIR PROCESS COMMENTS: DISASSEMBLED, CLEANED, AND INSPECTED ALL PARTS. REASSEMBLED WITH ALL NEW BEARINGS & SEALS, 1 106-4150 DRAIN GP-ECOLOGY, AND ALL PARTS LISTED ABOVE IN RESULTANT DAMAGE. TORQUED ALL BOLTS AND SET ALL CLEARANCES TO CATERPILLARS LATEST SPECIFICATIONS, BENCH TESTED, PAINTED, AND READY FOR CUSTOMER.</p>
07/12/2012	Service	0	REMOVE AND INSTALL ENGINE	<p>EXCESSIVE LABOR ON INSTALLATION. REF. W.O.BI36321 CUSTOMER COMPLAINT: HOSES TO BE REPLACED, ENGINE TO BE INSTALLED CAUSE OF FAILURE: UNKNOWN RESULTANT DAMAGE: UNKNOWN REPAIR PROCESS COMMENTS: AFTER ENGINE WAS SET INTO FRAME WE BEGAN TO INSTALL ALL WIRING AND HOSES ON ENGINE AND TORQUE CONVERTOR. INSTALLED DRIVE LINE FROM TORQUE RETURNED THE NEXT DAY AND FINISHED WITH HOSES AND WIRING TO ENGINE. GOT RADIATOR FROM SHOP AND BEGAN INSTALLATION OF RADIATOR SEE SEGMENT 03. AFTER RADIATOR WAS INSTALLED WE THEN FILLED TRANSMISSION AND HYDRAULIC TANK WITH OIL STARTED ENGINE AND CHECKED FOR LEAKS. FOUND THAT WE HAD A HYDRAULIC LEAK ON HOSE FROM VALVE ON ONE OF THE HOSES THAT HAD BEEN INSTALLED. REMOVED HOSE AND CHECKED SEAL FOUND THAT SEAL HAD FELL OUT DURING INSTALLATION, INSTALL SEAL AND INSTALLED HOSE BACK ON FITTING. RAN AND CHECKED FOR LEAKS. NO LEAKS FOUND. BEGAN PROCESS OF INSTALLING GUARDS BACK ON MACHINE. ENGINE HAD BEEN REMOVED BY SOMEONE ELSE A COUPLE OF WEEKS EARLIER AND WE HAD TO</p>
07/12/2012	Service	0	RESEAL+LIGHT HONE NON-CAT HYD CYLINDER	<p>1- 9T9203 HYDRAULIC CYLINDER / TILT CUSTOMER DROPPED OFF / WILL PICK UP</p> <p>CUSTOMER COMPLAINT: N/A. CAUSE OF FAILURE: U-CUP SEAL DETERIORATED. RESULTANT DAMAGE: ALL OTHER SEALS DETERIORATED. BARREL BORE SCRATCHED. ALL BEARINGS WORN AND RUST PITTED. ROD CHROME SCUFFED. PISTON PLUNGERS AND WASHERS WORN. BROKE BOLT IN HEAD. REPAIR PROCESS COMMENTS: CLEANED AND INSPECTED ALL PARTS. INSTALLED KIT. BUILT TO SPECS AND TESTED O.K. NPWO/NPR.</p>
07/12/2012	Service	0	HONE/KNURL NON-CAT HYD CYLINDER	<p>1- 9T9203 HYDRAULIC CYLINDER / TILT</p> <p>REPAIR PROCESS COMMENTS: HONED BARREL BORE 9.25" X 9.40". SALVAGE/REPLACEMENT OF CYLINDER PARTS NEEDED TO REPAIR CUSTOMERS TILT CYLINDER WHICH IS ADDITIONAL TO THE PRICE OF RESEAL AND HONE SEGMENTS.</p>
07/12/2012	Service	0	ULTRASONIC TEST TILT CYLINDER	<p>REPAIR PROCESS COMMENTS: POLISHED ROD ON LATHE. REMOVED AND INSTALLED ROD AND BARREL EYE BEARINGS. REMOVED AND INSTALLED NEW PISTON PLUNGERS AND WASHERS. REMOVED BROKE BOLT FROM HEAD.</p>
02/21/2013	Service	0	WASH, FUEL&GO TRACK ROLLER(S)	<p>2-6Y0889 SF ROLLER 00X008727</p> <p>RECONDITION (MAJOR) - PARTS AND LABOR INCLUDED. INCLUDES REPLACING DUO-CONE SEALS, ROLLER HULL AND ALL OTHER INTERNAL PARTS AS NECESSARY.</p>
02/22/2013	Service	13837	REMOVE AND INSTALL TRACK ASSEMBLY	<p>CUSTOMER COMPLAINT: R AND I TRACKS REPAIR PROCESS COMMENTS: PICKED UP PARTS AND DROVE TO JOB AND WAITED ON CUSTOMER TO JUMP OFF MACHINE AND CLEAN OFF ROLLER FRAMES. GOT MACHINE AND CRIBBED UP MACHINE AND REMOVED BOTH TRACKS. UNROLLED NEW TRACKS AND PULLED THEM UNDER THE MACHINE AND WRAPPED THE NEW TRACKS REMOVED PAINT AND TORQUE TO SPEC WITH ANTI SIEGE. MOVED MACHINE BACK AND FORTH AND RECHECKED SLACK. CLEANED UP MESS AND STACKED UP SCRAP METAL PER CUSTOMER</p>

02/22/2013	Service	13837	REMOVE AND INSTALL TRACK ADJUSTER	CUSTOMER COMPLAINT: REBUILD SLACK ADJUSTERS REPAIR PROCESS COMMENTS: HAMMERED ON DIFFERENT SIZE SOCKETS ON THE LOCK BOLTS AND FINALLY GOT ALL THE COVERS OFF THE ROLLER FRAMES. COULD NOT GET THE LOCKS OUT OF THE RH ROLLER FRAME BECAUSE THE FRAME WAS OUT OF OIL AND FULL OF COAL SO WE GOT A T BAR DELIVERED AND WE REMOVED ALL FOUR LOCKS AND REMOVED THE CANNONS. SENT THE CANNONS TO THE WELD SHOP FOR NEW CANNON BEARINGS AND REBUILD THE SLACK ADJUSTERS AND TWO NEW IDLERS. INSTALLED THE CANNONS BACK IN THE FRAMES WITH THE LOCKS AND NEW HARDWARE.
02/22/2013	Service	13837	REMOVE AND INSTALL SPROCKET SEGMENT	CUSTOMER COMPLAINT: CHANGE SPROCKET SEGMENTS REPAIR PROCESS COMMENTS: TRIED TO REMOVE THE SPROCKET SEGMENTS WITH A 1.5 INCH IMPACT AND THEY WOULD NOT TURN SO WE CUT OFF ALL THE SPROCKET SEGMENTS WITH A TORCH. INSTALLED ALL NEW SEGMENTS WITH NEW HARDWARE AND TORQUE AND TURNED TO SPEC WITH A HYD TORQUE WRENCH
02/22/2013	Service	13837	REMOVE AND INSTALL EQUALIZER BAR	CUSTOMER COMPLAINT: REPLACE EQUALIZER BAR END BEARINGS REPAIR PROCESS COMMENTS: BLOCKED UP ROLLER FRAME AND REMOVED PIVOT SHAFT BOLTS AND REMOVED EQUALIZER BAR PINS. ROLLED FRAMES DOWN AND REMOVED RETAINING RINGS AND BEARINGS. REPLACED GREASE FITTING AND DRILLED OUT GREASE HOLES. FROZE AND INSTALLED NEW BEARINGS IN BAR WITH NEW RINGS AND NEW SEALS AND GREASED. INSTALLED BAR BACK TO ROLLER FRAME WITH NEW PINS AND REPLACED THE PIVOT SHAFT BOLTS.
02/22/2013	Service	13837	TRAVEL TO/FROM VARIABLE HORSE POWER(VHP)	REPAIR PROCESS COMMENTS: TRAVEL TO AND FROM JOB SITE
02/22/2013	Service	13837	REMOVE AND INSTALL IDLER/IDLER WHEEL	CUSTOMER COMPLAINT: R AND I IDLERS AND CARRIER ROLLERS REPAIR PROCESS COMMENTS: USED A TORCH AND A CABLE WRENCH AND FINALLY GOT IDLER BOLTS TO LOOSEN ENOUGH TO USE AN IMPACT. REMOVED REAR IDLERS AND INSTALLED NEW ONES AND TORQUE TO SPEC. HEATED AND BEAT ON CARRIER ROLLERS AND REMOVED THE ROLLERS AND INSTALLED NEW ONES WITH NEW BOLTS AND TORQUE TO SPEC.
02/22/2013	Service	13837	REMOVE AND INSTALL REAR HEAD	CUSTOMER COMPLAINT: REPLACE CANNON SEALS AND BEARINGS REPAIR PROCESS COMMENTS: HEATED AND WORKED ON CANNON SEALS AND SNAP RINGS AND REPLACED THE SEALS AND BEARINGS. CLEANED THE COAL OUT OF THE RH ROLLER FRAME AND CLEANED OUT LH ROLLER FRAME INSTALLED NEW OIL IN ROLLER FRAMES AFTER CANNONS WERE INSTALLED. CHECKED FOR LEAKS. STACKED UP ALL CRIBBING AND RETURNED TO SHOP RETURNED UNUSED PARTS TO SHOP AND CLEANED UP MESS. LEFT ALL SCRAP METAL WITH THE CUSTOMER.
02/22/2013	Service	13837	SALVAGE REPAIR REAR HEAD	REPAIR PROCESS COMMENTS: 12 FEB 2013-13 FEB. 2013-(4649-9318)- WASHED AND INSPECTED CANNONS. NOTED DAMAGED IDLERS, CHROME BEARING. BROUGHT INTO SHOP AND BEGAN DISASSEMBLY OF TRACK ADJUSTERS. CLEANED PARTS. NEW SEALS AND LOCK RINGS WERE ORDERED. REASSEMBLED TRACK ADJUSTERS WITH NEW SEALS AND LOCK RINGS. TRACK ADJUSTERS WERE THEN TESTED, AND FOUND TO BE IN GOOD SHAPE. REMOVED CHROME BEARINGS FROM CANNONS. CLEANED RUST, DIRT, AND DEBRIS FROM BEARING AREA, FOR INSTALLATION OF NEW CHROME BEARING. NEW CHROME BEARINGS WERE INSTALLED ON BOTH CANNONS. TRACK ADJUSTERS WERE THEN RE-INSTALLED TO CANNONS. SAFETY CABLES WERE REATTACHED. OLD IDLERS WERE REMOVED FROM CANNONS, AND AREA CLEANED OF ANY DIRT/DEBRIS. OLD IDLER CAPS WERE CLEANED, AND CHECKED. UPON NEW PARTS ARRIVAL, NEW IDLERS WERE INSTALLED. NEW IDLER BOLTS AND WASHERS WERE INSTALLED, TIGHTENED, AND TORQUED TO CAT SPECIFICATION. CANNONS WERE SET IN SHOP, AWAITING PICK-UP.
03/21/2013	Service	0	SALVAGE REPAIR IDLER/IDLER WHEEL	CUSTOMER COMPLAINT: REPAIR CENTER IDLER BORE. CAUSE OF FAILURE: INADEQUATE MACHINE TOOLING FOR HARDNESS OF MATERIAL AND LENGTH OF BORE. RESULTANT DAMAGE: FINAL BORE OVER SPECIFICATIONS AT ONE END AND TAPERED 0.010" FROM ONE END TO THE OTHER. REPAIR PROCESS COMMENTS: IDLER WAS SENT DOWN TO CRC MACHINE SHOP DUE TO MACHINE WEAR IN HILL SHOP TO ATTEMPT TO REDUCE TIME ON JOB. CRC MACHINE SHOP ATTEMPTED TO MACHINE BORE BUT WAS UNSUCCESSFUL DUE TO INADEQUATE TOOLING FOR MILL. IDLER BORE WAS TAPERED 0.010" FROM ONE END TO OTHER AND OVER SPECIFICATIONS. IDLER BORE WAS RE-WELDED USING BORE WELDER AND RE-MACHINED ON LUCAS MILL IN HILL SHOP. TOOLING HAS BEEN FOUND THAT MAY ASSIST IN REDUCING MACHINE TIME ON THIS COMPONENT AND WE ARE EVALUATING THIS PROCESS IN ORDER TO RETAIN THIS WORK.
04/02/2013	Service	0	MACHINE/GRIND/MILL IDLER/IDLER WHEEL	1-9W9734 IDLER 00X008726 INNER BORE NEEDS MACHINED 5.626"
04/02/2013	Service	0	SALVAGE REPAIR IDLER/IDLER WHEEL	
04/02/2013	Service	0	MACHINE/GRIND/MILL IDLER/IDLER WHEEL	

04/02/2013	Service	0	WASH, FUEL&GO IDLER/IDLER WHEEL	<p>2-9W9734 IDLER 00X008726</p> <p>INCLUDES DISASSEMBLE, AUTOMATIC WELD BUILD-UP AND ASSEMBLE. INCLUDES RECONDITION OR REPLACEMENT OF ALL INTERNAL PARTS. INCLUDES WEAR BUILD-UP OF GUIDE COLLARS THAT ARE PART OF HYDROSTATIC DRIVE MACHINE IDLERS. EXCLUDES REPLACEMENT OF IDLER HULL ASSEMBLY. EXCLUDES REPAIR OR REPLACEMENT OF LINK ASSEMBLY ON IDLERS IF SO EQUIPPED. INCLUDES REPLACEMENT OF STUB SHAFTS IF EQUIPPED. MISSING PARTS AND PARTS DAMAGED BY NON-WEAR CAUSES WILL BE REPLACED AT ADDITIONAL COST. * ALL IDLERS WILL BE EVALUATED USING CATERPILLAR RECOMMENDED REBUILD WEAR LIMIT SPECIFICATIONS. AR IDLER HULLS WORN BEYOND 100% MAY NOT QUALIFY AS REBUILDABLE CORES AND MAY BE SUBJECT TO REPLACEMENT AT ADDITIONAL COST. IDLER SHELL - WEAR LIMITS TO ALLOW FOR REUSE THE IDLER SHELL MUST NOT EXCEED CERTAIN WEAR LIMITS. THE BORE DIMENSIONS ARE LISTED IN "RECONDITIONING DIMENSIONS FOR IDLERS" RECONDITIONING BULLETIN FORM # SEBF8571. THE WEAR LIMITS FOR THE</p>
04/02/2013	Service	0	WASH, FUEL&GO IDLER/IDLER WHEEL	<p>1-9W9734 IDLER 00X008723</p> <p>INCLUDES DISASSEMBLE, AUTOMATIC WELD BUILD-UP AND ASSEMBLE. INCLUDES RECONDITION OR REPLACEMENT OF ALL INTERNAL PARTS. INCLUDES WEAR BUILD-UP OF GUIDE COLLARS THAT ARE PART OF HYDROSTATIC DRIVE MACHINE IDLERS. EXCLUDES REPLACEMENT OF IDLER HULL ASSEMBLY. EXCLUDES REPAIR OR REPLACEMENT OF LINK ASSEMBLY ON IDLERS IF SO EQUIPPED. INCLUDES REPLACEMENT OF STUB SHAFTS IF EQUIPPED. MISSING PARTS AND PARTS DAMAGED BY NON-WEAR CAUSES WILL BE REPLACED AT ADDITIONAL COST. * ALL IDLERS WILL BE EVALUATED USING CATERPILLAR RECOMMENDED REBUILD WEAR LIMIT SPECIFICATIONS. AR IDLER HULLS WORN BEYOND 100% MAY NOT QUALIFY AS REBUILDABLE CORES AND MAY BE SUBJECT TO REPLACEMENT AT ADDITIONAL COST. IDLER SHELL - WEAR LIMITS TO ALLOW FOR REUSE THE IDLER SHELL MUST NOT EXCEED CERTAIN WEAR LIMITS. THE BORE DIMENSIONS ARE LISTED IN "RECONDITIONING DIMENSIONS FOR IDLERS" RECONDITIONING BULLETIN FORM # SEBF8571. THE WEAR LIMITS FOR THE</p>
04/02/2013	Service	0	TEST STD DLR REBUILD COMP MAJOR	<p>2-9W9734 IDLER 00X008726 1-9W9734 IDLER 00X008723 1-9W9734 IDLER 00X008728</p> <p>888 EXCHANGE PREMIUM - THIS FLAT RATE MISC. CHARGE IS PLACED ON A SEPARATE SEGMENT. THE PREMIUM IS ASSOCIATED WITH SELECTED EXCHANGE COMPONENTS. THE PREMIUM IS NOT DISPLAYED ON CUSTOMERS INVOICES.</p>
04/02/2013	Service	0	WASH, FUEL&GO IDLER/IDLER WHEEL	<p>1-9W9734 IDLER 00X008728</p> <p>INCLUDES DISASSEMBLE, AUTOMATIC WELD BUILD-UP AND ASSEMBLE. INCLUDES RECONDITION OR REPLACEMENT OF ALL INTERNAL PARTS. INCLUDES WEAR BUILD-UP OF GUIDE COLLARS THAT ARE PART OF HYDROSTATIC DRIVE MACHINE IDLERS. EXCLUDES REPLACEMENT OF IDLER HULL ASSEMBLY. EXCLUDES REPAIR OR REPLACEMENT OF LINK ASSEMBLY ON IDLERS IF SO EQUIPPED. INCLUDES REPLACEMENT OF STUB SHAFTS IF EQUIPPED. MISSING PARTS AND PARTS DAMAGED BY NON-WEAR CAUSES WILL BE REPLACED AT ADDITIONAL COST. * ALL IDLERS WILL BE EVALUATED USING CATERPILLAR RECOMMENDED REBUILD WEAR LIMIT SPECIFICATIONS. AR IDLER HULLS WORN BEYOND 100% MAY NOT QUALIFY AS REBUILDABLE CORES AND MAY BE SUBJECT TO REPLACEMENT AT ADDITIONAL COST. IDLER SHELL - WEAR LIMITS TO ALLOW FOR REUSE THE IDLER SHELL MUST NOT EXCEED CERTAIN WEAR LIMITS. THE BORE DIMENSIONS ARE LISTED IN "RECONDITIONING DIMENSIONS FOR IDLERS" RECONDITIONING BULLETIN FORM # SEBF8571. THE WEAR LIMITS FOR THE</p>
04/02/2013	Service	0	AUTOMATIC WELD IDLER/IDLER WHEEL	<p>2-9W9734 IDLER 00X008726 1-9W9734 IDLER 00X008723 1-9W9734 IDLER 00X008728</p> <p>RECONDITION (MAJOR) - PARTS AND LABOR. INCLUDES DISASSEMBLE, AND ASSEMBLE. INCLUDES RECONDITION OR REPLACEMENT OF ALL INTERNAL PARTS. INCLUDES WEAR BUILD-UP OF GUIDE COLLARS THAT ARE PART OF HYDROSTATIC DRIVE MACHINE IDLERS. EXCLUDES REPLACEMENT OF IDLER HULL ASSEMBLY. EXCLUDES REPAIR OR REPLACEMENT OF LINK ASSEMBLY ON IDLERS IF EQUIPPED (SEE FOOTNOTES FOR HYDROSTATIC DRIVE MACHINES). INCLUDES REPLACEMENT OF STUB SHAFTS IF EQUIPPED. MISSING PARTS AND PARTS DAMAGED BY NON-WEAR CAUSES WILL BE REPLACED AT ADDITIONAL COST. * ALL IDLERS WILL BE EVALUATED USING CATERPILLAR RECOMMENDED REBUILD WEAR LIMIT SPECIFICATIONS. IDLER HULLS WORN BEYOND 100% MAY NOT QUALIFY AS REBUILDABLE CORES AND MAY BE SUBJECT TO REPLACEMENT AT ADDITIONAL COST. IDLER SHELL - WEAR LIMITS TO ALLOW FOR REUSE THE IDLER SHELL MUST NOT EXCEED CERTAIN WEAR LIMITS. THE DIMENSIONS FOR THE BORE CAN BE F</p>
04/02/2013	Service	0	SALVAGE REPAIR IDLER/IDLER WHEEL	

04/23/2013	Service	14058	REPAIR ELECTRICAL SYSTEM	CUSTOMER COMPLAINT: MACHINE WILL NOT TAKE GEAR REPAIR PROCESS COMMENTS: DROVE TO JOB AND CHECKED MACHINE WITH LAPTOP. FOUND THAT THE TRANS ECM WAS NOT SHOWING UP REMOVED SEAT AND SIDE PANEL. CHECKED POWER AND GROUND, TROUBLE SHOT ECM. FOUND IT BAD. ORDERED A NEW ECM AND INSTALLED ON MACHINE. INSTALLED NEW FLASH FILE AND CALIBRATED TRANS AS NEEDED. CRANKED MACHINE AND FOUND IT WAS TAKING GEAR. INSTALLED SEAT AND SIDE COVER AND RAN MACHINE FOR A WHILE AND CHECKED OPERATION. RETURN MACHINE TO SERVICE.
04/23/2013	Service	14058	TRAVEL TO/FROM VARIABLE HORSE POWER(VHP)	
01/16/2014	Service	14830	REPAIR FNLDR, ST CLUTCH & BRAKE	CUSTOMER COMPLAINT: REPAIR LEFT FINAL DRIVE OIL LEAK. REPAIR PROCESS COMMENTS: TRAVELED TO CUSTOMERS JOB SITE TO REPAIR OIL LEAK ON FINAL DRIVE, CHECKED MACHINE AND FOUND THE DUO-CONE SEAL LEAKING OIL ON THE LEFT FINAL DRIVE. BROKE THE LEFT TRACK, AND REMOVED THE FINAL DRIVE ASSEMBLY, AND TOOK IT IN TO BE REPAIRED. CLEANED UP MOUNTING SURFACE AND INSTALLED NEW MOUNT SEAL, INSTALLED FINAL DRIVE AND TORQUED ALL THE MOUNT BOLTS. INSTALLED AXLE AND FILLED FINAL DRIVE WITH NEW OIL. WRAPPED THE TRACK AND TORQUED AND TURNED THE PAD BOLTS. ADJUSTED THE TRACK AND RAN MACHINE, DIDN'T FIND ANY MORE LEAKS.
01/16/2014	Service	14830	REPAIR FINAL DRIVE(S)	CUSTOMER COMPLAINT: FINAL DRIVE LEAKING. CAUSE OF FAILURE: DUO-CONE WAS BROKE. RESULTANT DAMAGE: DUO-CONE WAS LEAKING AND BROKE PIECE OF DUO-CONE GOT IN BOTTOM SPINDLE BEARING CAUSING IT TO START TO FAIL. REPAIR PROCESS COMMENTS: DISASSEMBLED, CLEANED, INSPECTED, AND REASSEMBLED REPLACING ALL SEALS AND BAD BEARINGS. BUILT TO CATS LATEST SPECS.
03/04/2017	Service	0	WASH, FUEL&GO FINAL DRIVE(S)	(1) 0R8504T FINAL DRIVE 00X010004 00X0100044T FINAL DRIVE 63, 962) - PASSED- FAILED SED FINAL DRIVE LEVEL ONE RECONDITION (MAJOR). LEVEL I REBUILD. PARTS AND LABOR INCLUDED. COMPONENT IN-SHOP, OFF MACHINE. LEVEL I CORE CONDITION CRITERIA: <> ACCEPTABLE PART NUMBER - CATERPILLAR PART. <> SPROCKET (OR WHEEL), HUB, CARRIER, OR PINDLE NOT VISIBLY CRACKED OR BROKEN. <> GEARS NOT VISIBLY BROKEN (WITH COVER PLATE REMOVED). <> FULLY ASSEMBLED AND COMPLETE. EXCLUDES <> ANY PIN BORE MACHINE WORK CUSTOMER COMPLAINT: DUO-CONE SEAL WAS BROKEN & LEAKING OIL. CAUSE OF FAILURE: UNKNOWN. RESULTANT DAMAGE: ALL BEARINGS & SEALS NEEDED REPLACEMENT. REPAIR PROCESS COMMENTS: TORE DOWN, CLEANED, & INSPECTED. REPLACED ALL PARTS AS NEEDED TO REBUILD THE FINAL DRIVE TO THE LATEST CATERPILLAR SPEC'S. PAINTED & RETURNED TO THE PARTS DEPT. FOR SALE. P.W.O.# B151450
03/04/2017	Service	0	TEST STD DLR REBUILD COMP MAJOR	888 EXCHANGE PREMIUM - THIS FLAT RATE MISC. CHARGE IS PLACED ON A SEPARATE SEGMENT. THE PREMIUM IS ASSOCIATED WITH SELECTED EXCHANGE COMPONENTS. THE PREMIUM IS NOT DISPLAYED ON CUSTOMERS INVOICES.

Fluid Analysis

Date	Hours	Compartment	Severity	Interpretation
09/15/2015	16,014	ENGINE	No Action Required	NORMAL WEAR METAL READINGS. NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.