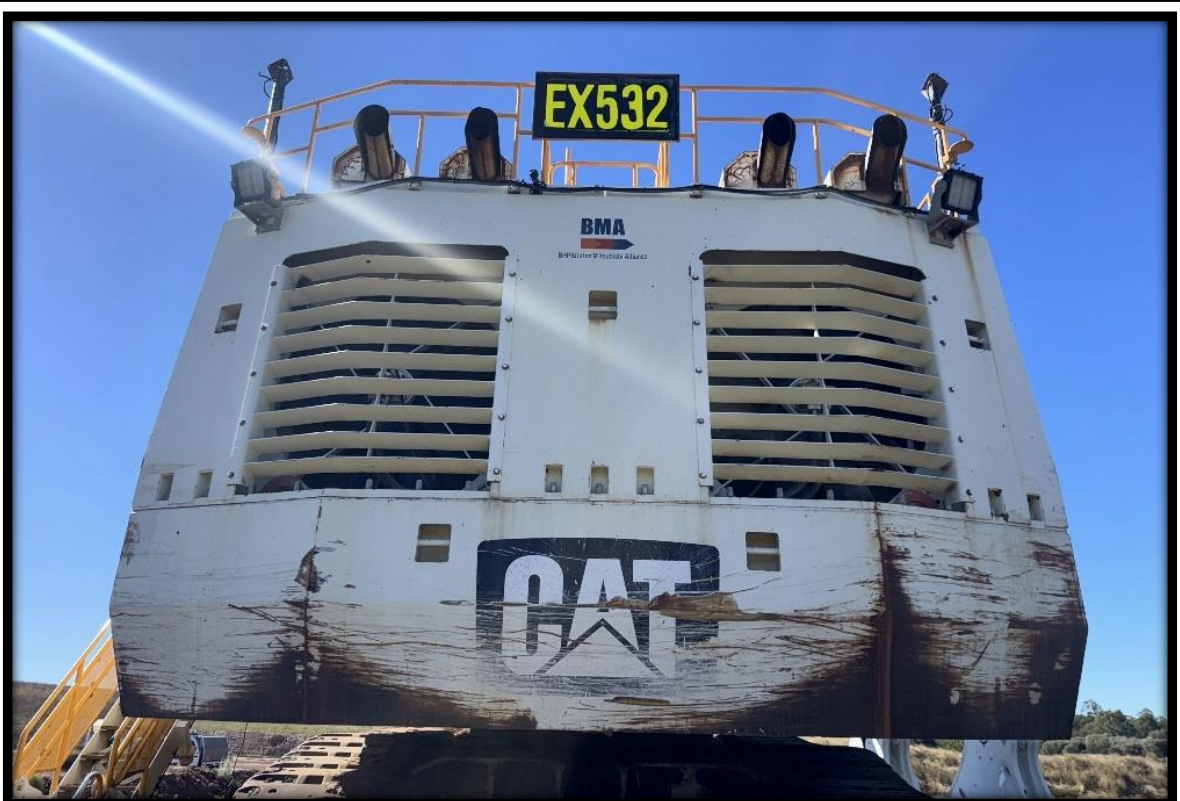


XTREME **EXCAVATORS**

Repairs, Maintenance & Relocation

CAT 6060 **Inspection Report**

Machine Make: CAT
Machine Model: 6060
Serial Number:
Customer: Whitehaven Coal
Site: Blackwater
Hours: 58,117



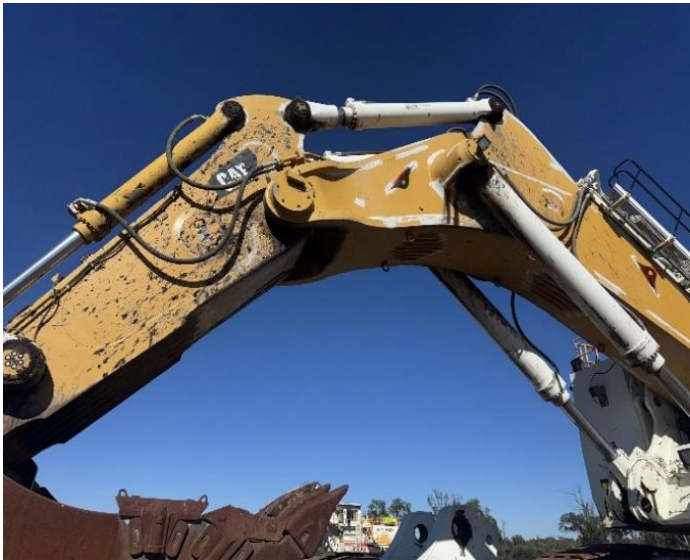
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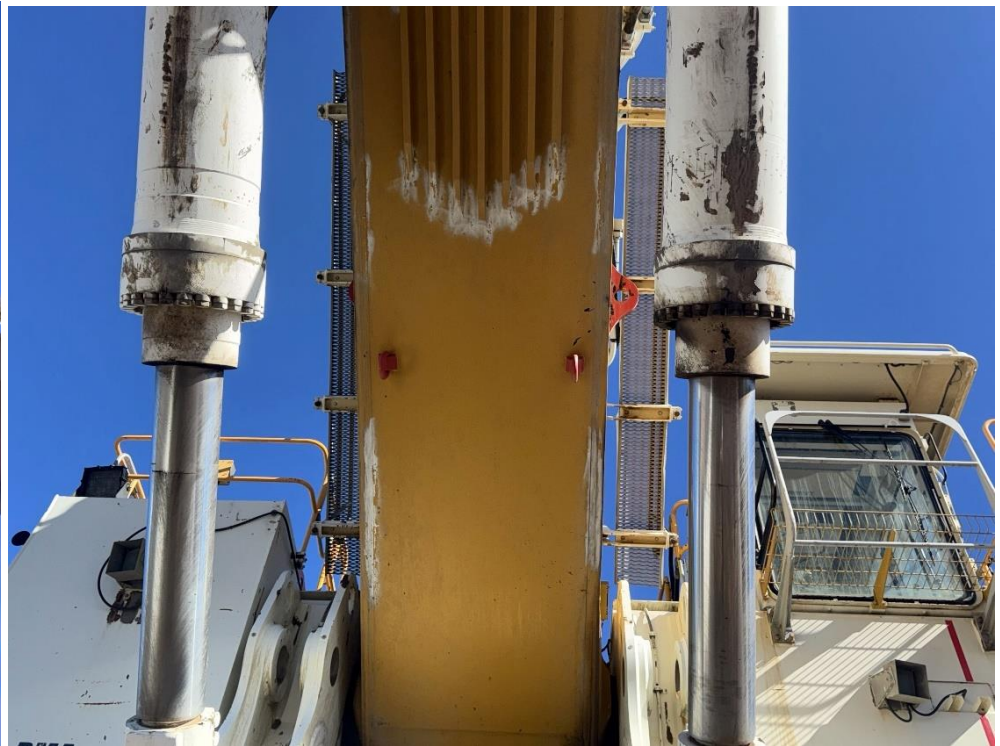
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Chapter 1 – Attachment

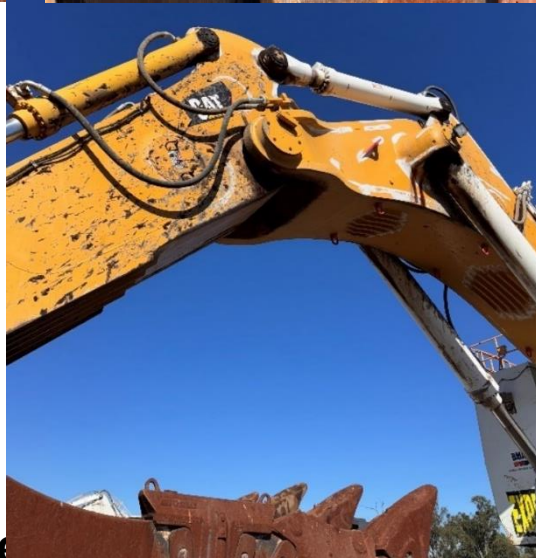
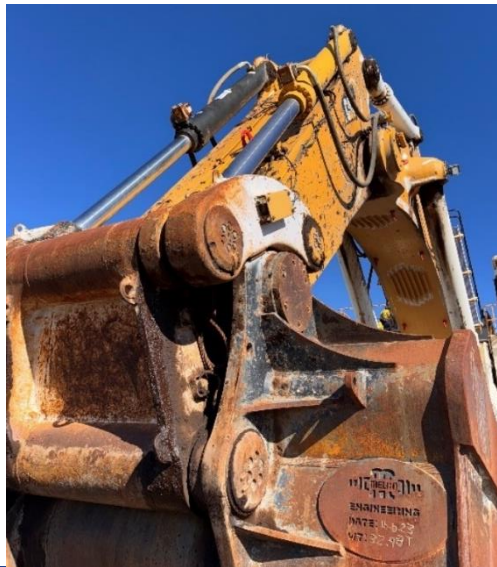
1.1 Boom

Description	L/H	R/H
Boom Foot Pins/bushes	Ok at time of inspection. Visual Only as we could not run the machine to check movement.	Ok at time of inspection. Visual Only as we could not run the machine to check movement.
Boom Cylinder Hoses	Ok at time of inspection. Only inspected these from the ground and top deck.	Ok at time of inspection. Only inspected these from the ground and top deck.
Boom – Stick Pins/Bushes	Ok at time of inspection. Visual only as we could not run the machine to check movement.	Ok at time of inspection. Visual only as we could not run the machine to check movement.
Arch Hoses	These hoses looked in good condition at time of inspection.	These hoses looked in good condition at time of inspection.
Boom Cylinders	No leaks or damage visible from ground.	No leaks or damage visible from ground.
Stick Cylinders	No leaks or damage visible from ground.	No leaks or damage visible from ground.
Grease Lines	Did not get up on boom for inspection due to pass outs. Looked ok from ground and top deck.	Did not get up on boom for inspection due to pass outs. Looked ok from ground and top deck.
General Condition	Visually looked ok from the ground and top deck at time of inspection. Not sure when the last NDT was carried out.	Visually looked ok from the ground and top deck at time of inspection. Not sure when the last NDT was carried out.



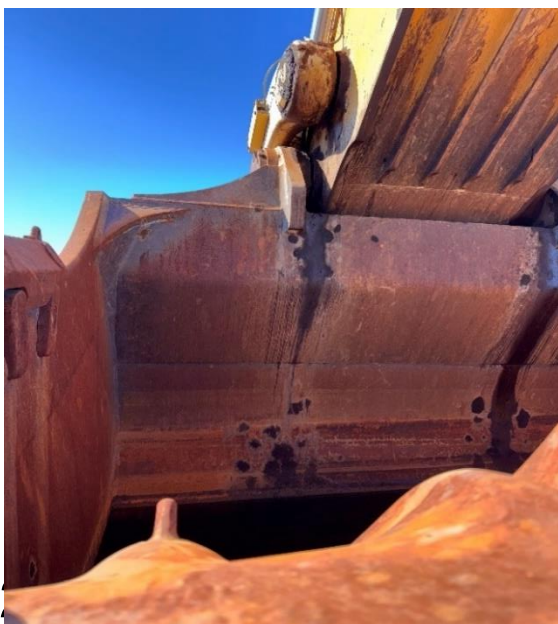


Description	L/H	R/H
Boom - Stick Pins/bushes	Ok at time of inspection. Visual Only as we could not run the machine to check movement.	Ok at time of inspection. Visual Only as we could not run the machine to check movement.
Stick - Bucket Pins/Bushes	Ok at time of inspection. Visual Only as we could not run the machine to check movement.	Ok at time of inspection. Visual Only as we could not run the machine to check movement.
Stick Cylinder Hoses	Hoses look ok from top deck at time of inspection.	Hoses look ok from top dec at time of inspection.
Bucket Cylinders	No Leaks or damage visible from ground. Visually all looked ok at time of inspection.	No Leaks or damage visible from ground. Visually all looked ok at time of inspection.
H-Links & Tipping Links	Could not run the machine to check movement.	Could not run the machine to check movement.
Grease Lines	Grease lines look ok at time of inspection. Would suggest carrying out Grease audit.	Grease lines look ok at time of inspection. Would suggest carrying out Grease audit.
General Condition	Arm Looked to be in serviceable condition at time of inspection. Only inspected from ground. Not sure when last NDT was carried out.	Arm Looked to be in serviceable condition at time of inspection. Only inspected from ground. Not sure when last NDT was carried out.



1.3 Buckets

Description	L/H	R/H
Bucket Pins/bushes	Bucket looked to be good condition at time of inspection. Looked like it had a recent overhaul. Didn't get to look at wear package as bucket was curled and couldn't start machine.	Bucket looked to be good condition at time of inspection. Looked like it had a recent overhaul. Didn't get to look at wear package as bucket was curled and couldn't start machine.
GET	All GET looked in good condition at time of inspection.	All GET looked in good condition at time of inspection.
Cracking	Visually could not see any cracking from position that the bucket was sitting in.	Visually could not see any cracking from position that the bucket was sitting in.
General Condition	Good Condition all round.	

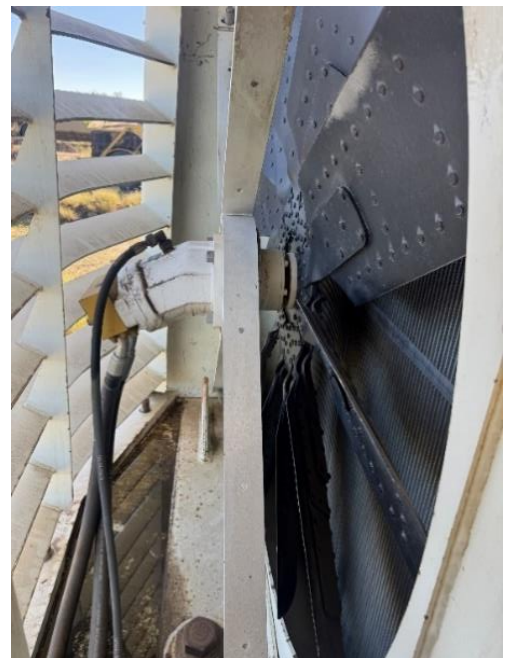


Cooler Module

2.1 Engine

Description	L/H	R/H
Fluid Leaks	Engine looked to be free of leaks at time of inspection.	Engine looked to be free of leaks at time of inspection.
Turbo Charger	Turbos had no visible signs of leaks or damage at time of inspection.	Turbos had no visible signs of leaks or damage at time of inspection.
Exhaust Leaks & Lagging	Exhaust lagging looked to be in ok condition at time of inspection. No Visual leaks found.	Exhaust lagging looked to be in ok condition at time of inspection. No Visual leaks found.
Engine and Radiator Mounts	Mounts look in serviceable condition at time of inspection.	Mounts look in serviceable condition at time of inspection.
Hydraulic Spider Assemblies	Assemblies look to be in ok condition at time of inspection. No visible leaks and free from movement.	Assemblies look to be in ok condition at time of inspection. No visible leaks and free from movement.
Intake Piping / Clamps	Intake piping and clamps in ok condition. A number of aftercooler clamps missing from hoses. Aftercooler has visible build up near cores in middle. Airboxes look to be in ok condition at time of inspection.	Intake piping and clamps in ok condition. A number of aftercooler clamps missing from hoses. Airboxes look to be in ok condition at time of inspection.
General Condition	LH Fuel Tank leaking, fish plated on bottom for repair. Engine missing A/C compressor guard. Electrical harnesses and sensors look ok at time of inspection.	RH Fuel Tank leaking, fish plated on bottom for repair. Electrical harnesses and sensors look ok at time of inspection. X15 box in good condition, 150amp fuse removed.





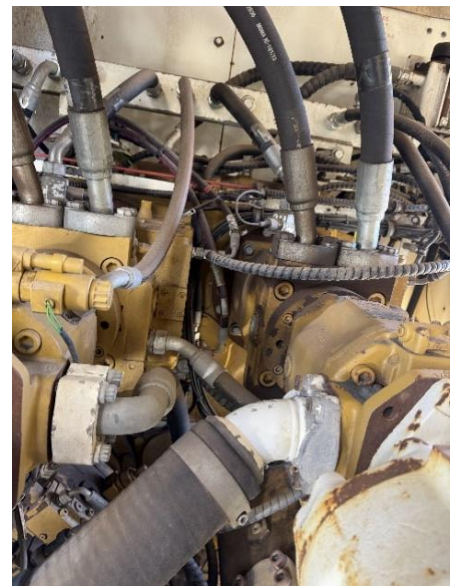


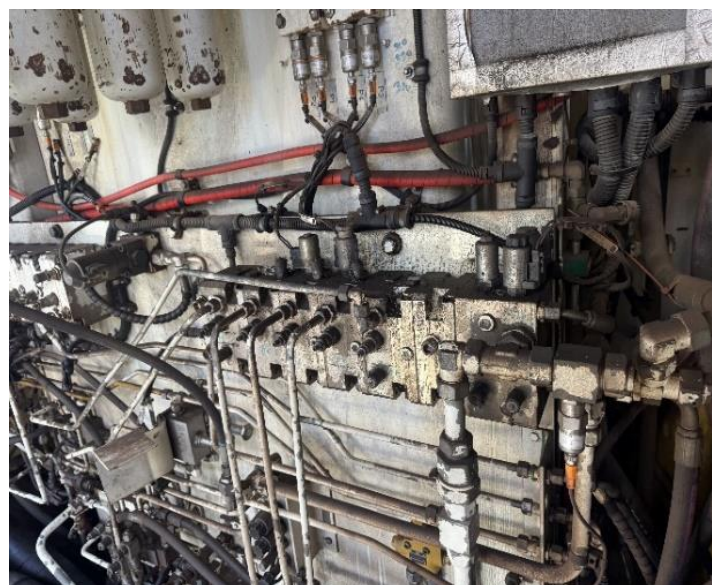
Location	Comments
Hydraulic Oil Coolers	Coolers look in good condition at time of inspection. All mounting hardware still fitted.
PTO Coolers	Coolers in good condition at time of inspection. All mounting hardware still fitted.
Mounting Bolts	Cooler Module mounting hardware still fitted.



2.3 PTO

Location	L/H	R/H
Fluid Leaks	Slight leak around lower clamps on MP3/4 suction hose.	Slight leak around slew charge pump sectioning.
PTO Mounting	Mounting hardware still fitted and in ok condition.	Mounting hardware still fitted and in ok condition.
Pumps	Pumps visually in ok condition.	Pumps visually in ok condition.
Pump Mounting	Pump mounts ok at time of inspection.	Pump mounts ok at time of inspection.
Hoses	Hoses in pump bay looked ok at time of inspection. Was a number of stiff hoses, would suggest replacing if to go back to work.	Hoses in pump bay looked ok at time of inspection. Was a number of stiff hoses, would suggest replacing if to go back to work.
Other	Pump bay in good condition at time of inspection. Wiring looks in ok condition at time of inspection.	Pump bay in good condition at time of inspection. Wiring looks in ok condition at time of inspection.





2.4 Cascade Room

Location	Comment
Electrical	Electrical Cabinets look in ok condition at time of inspection.
Mounting Bolts and Cab Mounts	All mounting hardware fitted and looked to be in serviceable condition at time of inspection. No visible cracks found.



Chapter 3 – Upper Structure

Location	Comments
Fluid Leaks	No visible leaks at time of inspection.
Mounting Bolts	Mounting bolts look to be ok and all fitted.
Piping/Hoses	RH Travel pipe missing. Runs along RHS of upper structure. All hoses visually ok. Some slightly stiff but all in ok condition.
Swing Transmissions	Wet around LHR box, all other boxes in ok condition at time of inspection.
Swing Motors	Swing motors have no visible leaks at time of inspection.
Other	Crack on ski ramp LH inboard side roughly 150mm.



Chapter 4 – Hydraulic Tank

Location	Comments
Fluid Leaks	No leaks at time of inspection.
Mounting Bolts	All mounting bolts in serviceable condition at time of inspection.
Sensors / Wiring	Looks to be in ok condition.
Service Tail	Tail in the up positions but visually everything looks ok at time of inspection.

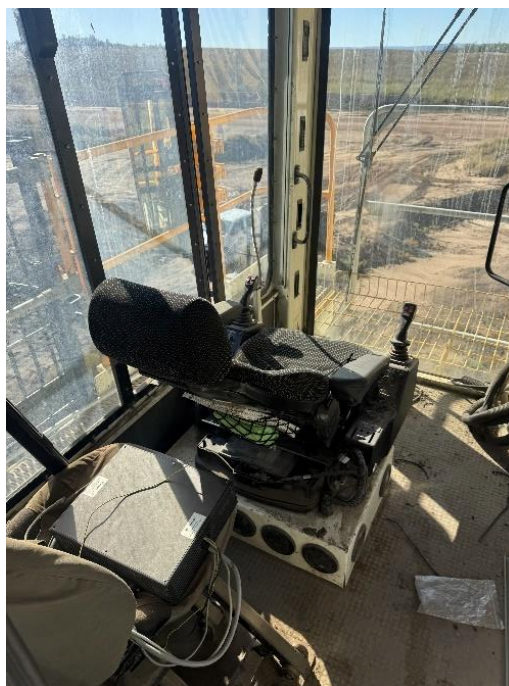
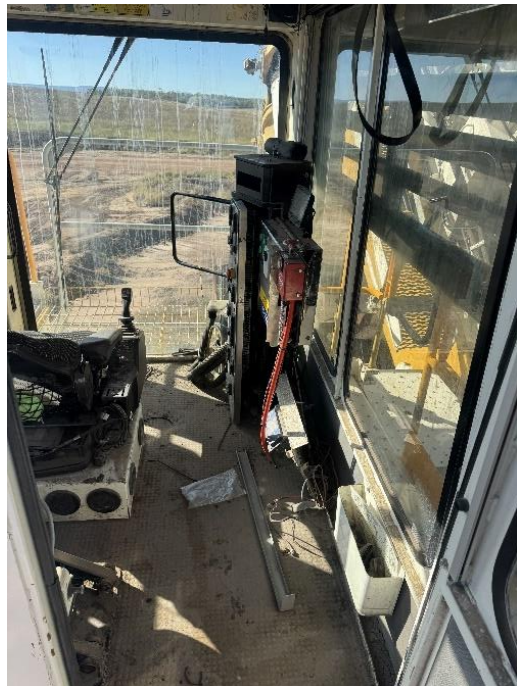
Chapter 5 – Grease Tank

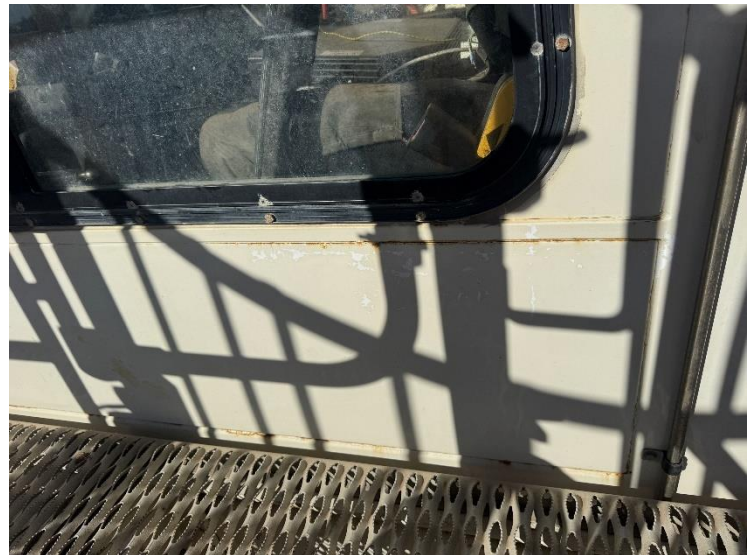
Location	Comments
Fluid Leaks	Grease leak at change over valve. No other leaks visible at time of inspection.
Mounting Bolts	Mounting bolts look to be all fitted and ok at time of inspection.
Piping	Piping in ok condition.
Sensors / Wiring	Wiring in ok condition at time of inspection.
Hoses	Hoses in ok condition at time of inspection.



Chapter 6 – Cab

Location	Comments
Mounting Bolts	Visually inspected mounting bolts and mounts, all fitted and ok at time of inspection.
Operator Seat	Seat in ok condition at time of inspection. Not sure of hours on this.
Instrument Panel, buttons, lights etc	BCS Screen removed from cab. BCS tower open, does look like anything else has been taken from here.
Cab seals	Cab seals worn.
Windows	Windows looked ok at time of inspection, just dirty.
Other	Cab not very clean. Cracks found on LHS of cab shell. Cracks also found at rear RH corner behind door. LH cab blind removed. Rear evaporator unit in cab looks new, filter missing from it. Did not notice anything else removed from units at time of inspection.





Chapter 7 – Undercarriage

7.1 Centre Frame

Location	Comments
Mounting Bolts	Mounting hardware still fitted at time of inspection.
Cracking	No major cracking found. Small cracks inside of centre frame where travel hoses go though.
Piping	Piping looked ok at time of inspection.
Swing Bearing	Slew ring looked ok at time of inspection. Would suggest doing a slew ring deflection unless you can get last recorded measurement.
Other	Travel relief block under centre frame bent. Travel shock relief valve mountings look bent.



7.2 – L/H Track Frame

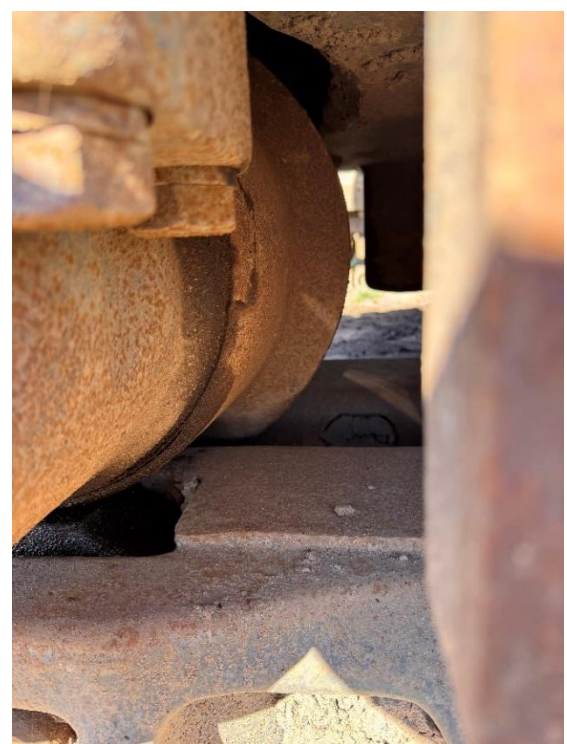
Location	Comments
Mounting Bolts	Front Horizontal Mounting bolt is broken.
Cracking	No cracks visible at time of inspection.
Upper Rollers	A lot of hard material built up around carry rollers but seems to be alright at time of inspection.
Lower Rollers	Pos 2 & 6 look to be leaking grease at outer cap.
Idler	Idler looks ok, hasn't failed/collapsed. Slides worn.
Sprocket	Sprocket has excessive wear. Would suggest changing out with new tracks.
Final Drive / Travel motors	Slight leak around rear travel motor.
Track	Tracks look worn. Pins also look worn. No missing retainer bolts at time of inspection.





Location	Comments
Mounting Bolts	Rear Horizontal Mounting bolt is broken.
Cracking	No cracks visible at time of inspection.
Upper Rollers	A lot of hard material built up around carry rollers but seem to be alright at time of inspection.
Lower Rollers	Pos 1 looks to have collapsed and is leaking.
Idler	Idler looks ok, hasn't failed/collapsed. Slides worn.
Sprocket	Sprocket has excessive wear. Would suggest changing out with new tracks.
Final Drive / Travel motors	
Track	Tracks look worn. Pins also worn. No missing retainer bolts at time of inspection.







Custom Track Service
Projected Life

HASTINGS DEERING
(AUSTRALIA)

WHITEHAVEN COAL BWM

Prepared By: Warwick Kyle

Model	6060	Inspection Date	01Jul25
Manufacturer	Caterpillar	Next Inspection Date	--
Serial Number	DHN60156	Next Inspection Hours	--
Reference Number	EX532	Application	
Job Site	Whitehaven Coal BWM	Impact	Mod
Machine Hours	58117	Abrasion	Mod
Machine Hours Per Week	--	Material Type	Hard Rock
Travel Hours	5127	Material	Coal

GROUP	RECOMMENDATIONS	% WORN	PROJECTED HOURS AT 100%	PROJECTED HOURS AT 120%	PROJECTED DATE AT 100%	PROJECTED DATE AT 120%
TRACK PAD ROLLER PATH		--% (136.0mm)	--% (137.0mm)	--	--	--
TRACK PAD GROUSER		--% (56.0mm)	--% (57.0mm)	--	--	--
TRACK PAD DRIVE LUG A		--% (128.0mm)	--% (138.0mm)	--	--	--
TRACK PAD DRIVE LUG B		--% (186.0mm)	--% (218.0mm)	--	--	--
TRACK PITCH	Replace	120% (491.0mm)	110% (487.0mm)	--	--	--
TRACK PITCH (4 LINKS)	Replace	110% (1945.0mm)	112% (1934.0mm)	--	--	--
IDLER RIM	Good	26% (86.0mm)	17% (83.0mm)	--	--	--
CARRIER ROLLERS	Good	13% (86.0mm)	19% (85.0mm)	--	--	--
FRONT 2	Good	13% (86.0mm)	9% (86.5mm)	--	--	--
TRACK ROLLERS	Monitor	92% (90.2mm)	90% (90.3mm)	--	--	--
FRONT 2	Good	29% (102.1mm)	29% (102.1mm)	--	--	--
3	Good	30% (102.3mm)	15% (104.2mm)	--	--	--
4	Good	2% (106.2mm)	2% (106.3mm)	--	--	--
5	Good	5% (105.7mm)	32% (101.6mm)	--	--	--
6	Good	10% (104.9mm)	17% (103.9mm)	--	--	--
7	Good	8% (105.2mm)	5% (105.7mm)	--	--	--
SPROCKET RIM	Good	<0% (1394.0mm)	<0% (1397.0mm)	--	--	--
SPROCKET TOOTH A	Replace	424% (110.0mm)	379% (126.0mm)	--	--	--
SPROCKET TOOTH B	Replace	254% (190.0mm)	231% (195.0mm)	--	--	--

Overall Track Wear: Approximately 100% worn.

Track Pins & Pad Bores: Showing significant wear; pad height remains at 100% due to Bradken design (non-OEM).

Load Rollers: Generally in good condition except Position 6 on LH side, which is a FAR roller connected to the auto-lube system—seal failure noted.

Carrier Rollers: All four appear OK.

Sprockets: Excessive wear on both sides.

Sprocket Tooth A: 424% worn

Sprocket Tooth B: 254% worn

Idlers: Approximately 75% worn.

Track Frame: No major damage; bolts are tight.

Track Slides: Minor damage observed.

Undercarriage Grease System: Appears to be functioning properly.

Component Tracking

Item Description	Interval	Last Done SMU	% Life of Component	TL Cost
6000H REPL PUMP SRVO LH POS 2	6,000	33257	414.3%	\$ 2,770.03
10000H REPL MOTR TRVL LHF	10,000	21418	367.0%	\$ 12,494.00
6000H REPL PUMP SRVO LH POS 1	6,000	39924	303.2%	\$ 2,770.03
10000H REPL MOTR TRVL RHF	10,000	28272	298.5%	\$ 12,494.00
10000H REPL MOTR TRVL RHR	10,000	28272	298.5%	\$ 12,494.00
12000H REPL PUMP HYDR COLG RH P1	12,000	24241	282.3%	\$ 16,095.99
12000H REPL PUMP MAIN RH POS 5/6	12,000	24241	282.3%	\$ 16,095.99
12000H REPL PUMP MAIN RH POS 7/8	12,000	24241	282.3%	\$ 16,095.99
12000H REPL PUMP HYDR COLG LH P1	12,000	25124	274.9%	\$ 16,095.99
12000H REPL PUMP HYDR COLG LH P2	12,000	25124	274.9%	\$ 16,095.99
12000H REPL PUMP MAIN LH POS 3/4	12,000	25124	274.9%	\$ 16,095.99
12000H REPL PUMP SLEW CHRГ LH	12,000	25124	274.9%	\$ 7,606.00
12000H REPL MOTR SWNG RHR	12,000	25703	270.1%	\$ 8,263.36
12000H REPL CYLI BOOM RH	12,000	26940	259.8%	\$ 261,843.01
10000H REPL ASSY IDLR RH	10,000	32878	252.4%	\$ 72,261.07
12000H REPL PUMP HYDR COLG RH P2	12,000	28272	248.7%	\$ 16,095.99
12000H REPL PUMP ENG FAN RH	12,000	28272	248.7%	\$ 7,416.20
10000H REPL MOTR TRVL LHR	10,000	34017	241.0%	\$ 12,494.00
10000H REPL ASSY IDLR LH	10,000	34213	239.0%	\$ 72,261.07
10000H REPL BRKE TRV LHF	10,000	34797	233.2%	\$ 7,319.06
10000H REPL BRKE TRV LHR	10,000	34797	233.2%	\$ 7,319.06
12000H REPL GBOX SWNG LHR	12,000	30502	230.1%	\$ 144,444.00
12000H REPL MOTR SWNG LHR	12,000	30502	230.1%	\$ 8,271.14
12000H REPL PUMP SLEW CHRГ RH	12,000	30882	227.0%	\$ 7,606.00
12000H REPL GBOX SWNG LHF	12,000	31831	219.1%	\$ 144,444.00
12000H REPL GBOX SWNG RHF	12,000	31831	219.1%	\$ 144,444.00
12000H REPL GBOX SWNG RHR	12,000	31831	219.1%	\$ 144,444.00
12000H REPL PUMP SLEW LH POS 2	12,000	31831	219.1%	\$ 37,126.00
12000H REPL MOTR SWNG LHF	12,000	31831	219.1%	\$ 7,994.19
12000H REPL MOTR SWNG RHF	12,000	31831	219.1%	\$ 7,994.19
12000H REPL PUMP SLEW RH POS 1	12,000	34213	199.2%	\$ 37,126.00
12000H REPL CYLI STCK LH	12,000	34797	194.3%	\$ 124,469.13
12000H REPL PUMP SLEW RH POS 2	12,000	34799	194.3%	\$ 37,126.00
16000H REPL FAN ASSY HYDR CLG LHL	16,000	28272	186.5%	\$ 25,528.00
16000H REPL FAN ASSY HYDR CLG LHU	16,000	28272	186.5%	\$ 25,528.00
16000H REPL FAN ASSY HYDR CLG RHL	16,000	28272	186.5%	\$ 25,528.00
16000H REPL FAN ASSY HYDR CLG RHU	16,000	28272	186.5%	\$ 25,528.00
20000H REPL ASSY TRAK LH CBM	20,000	22157	179.8%	\$ 220,656.00
20000H REPL ASSY TRAK RH CBM	20,000	22157	179.8%	\$ 220,656.00
20000H REPL CYLI TRAK ADJR LH	20,000	22157	179.8%	\$ 71,217.00
20000H REPL CYLI TRAK ADJR RH	20,000	22157	179.8%	\$ 71,217.00
20000H REPL SPKT DRIV LH CBM	20,000	22157	179.8%	\$ 59,689.00
20000H REPL SPKT DRIV RH CBM	20,000	22157	179.8%	\$ 59,689.00

12000H REPL CYLI STCK RH	12,000	37239	174.0%	\$ 124,469.13
12000H REPL PUMP ENG FAN LH	12,000	37367	172.9%	\$ 7,416.20
16000H REPL LOAD RLLR LH POS 7	16,000	30749	171.1%	\$ 21,000.00
12000H REPL PUMP MAIN LH POS 1/2	12,000	37632	170.7%	\$ 16,095.99
16000H REPL LOAD RLLR RH POS 1	16,000	31355	167.3%	\$ 21,000.00
20000H REPL CARR RLLR RHR	20,000	26204	159.6%	\$ 15,898.00
12000H REPL CYLI BOOM LH	12,000	39869	152.1%	\$ 261,843.01
12000H REPL COLR HYD OIL LHL	12,000	39869	152.1%	\$ 41,486.66
12000H REPL COLR HYD OIL LHU	12,000	39869	152.1%	\$ 41,486.66
12000H REPL COLR HYD OIL RHL	12,000	39869	152.1%	\$ 41,486.66
12000H REPL COLR HYD OIL RHU	12,000	39869	152.1%	\$ 41,486.66
16000H REPL FAN ASSY ENGI COLG LH	16,000	34013	150.7%	\$ 40,142.62
20000H REPL HYDR RTRY JONT	20,000	28272	149.2%	\$ 142,232.90
6000H REPL PUMP SRVO RH POS 1	6,000	50834	121.4%	\$ 2,770.03
6000H REPL PUMP SRVO RH POS 2	6,000	50836	121.4%	\$ 2,770.03
20000H REPL CARR RLLR LHF	20,000	34797	116.6%	\$ 15,898.00
16000H REPL LOAD RLLR LH POS 1	16,000	39690	115.2%	\$ 21,000.00
24000H REPL PUMP DRIV COLR LH	24,000	30749	114.0%	\$ 3,687.00
24000H REPL PUMP DRIV COLR RH	24,000	30749	114.0%	\$ 3,687.00
27000H REPL TRVL PDAL LH	27,000	30749	101.4%	\$ 5,110.54
27000H REPL TRVL PDAL RH	27,000	30749	101.4%	\$ 5,110.54
27000H REPL ASSY MCV CRDL NON MDG	27,000	31831	97.4%	\$ 367,529.00
20000H REPL LOAD RLLR LH POS 2-6	20,000	39690	92.1%	\$ 107,855.00
20000H REPL CARR RLLR LHR	20,000	39690	92.1%	\$ 15,898.00
12000H REPL PUMP PTO CIRC LH	12,000	48000	84.3%	\$ 10,978.00
12000H REPL PUMP PTO CIRC RH	12,000	48000	84.3%	\$ 10,978.00
16000H REPL T LINKS & H LINK	16,000	45000	82.0%	\$ 402,376.00
16000H REPL FAN ASSY ENGI COLG RH	16,000	45000	82.0%	\$ 40,142.62
16000H REPL LOAD RLLR RH POS 7	16,000	45000	82.0%	\$ 21,000.00
40000H REPL DRVE FINL LH	40,000	30749	68.4%	\$ 298,576.00
40000H REPL DRVE FINL RH	40,000	30749	68.4%	\$ 298,576.00
40000H Repl Brng Slew EX531	40,000	31831	65.7%	\$ 403,861.00
20000H REPL LOAD RLLR RH POS 2-6	20,000	45000	65.6%	\$ 107,855.00
20000H REPL CARR RLLR RHF	20,000	45000	65.6%	\$ 15,898.00
20000H REPL MNTS CAB	20,000	45000	65.6%	\$ 12,352.00
16000H REPL ENGI PP1	16,000	48000	63.2%	\$ 746,041.00
16000H REPL RDTR LH	16,000	48000	63.2%	\$ 77,635.98
16000H REPL ENGI PP2	16,000	49000	57.0%	\$ 746,041.00
16000H REPL RDTR RH	16,000	49000	57.0%	\$ 77,635.98
8000H REPL CYLI BCKT RH	8,000	54177	49.3%	\$ 111,535.00
27000H REPL BOOM CBM	27,000	45000	48.6%	\$ 1,377,038.00
27000H REPL STICK CBM	27,000	45000	48.6%	\$ 886,961.00
27000H REPL VLVE GRSE CHGE OVER	27,000	45000	48.6%	\$ 26,655.33
27000H REPL VLVE GRSE ON OFF S/S	27,000	45000	48.6%	\$ 2,761.86
27000H REPL VLVE GRSE ON OFF U/C	27,000	45000	48.6%	\$ 2,761.86
12000H REPL PUMP SLEW LH POS 1	12,000	52498	46.8%	\$ 37,126.00
24000H REPL PUMP DRIV GBOX LH	24,000	48000	42.2%	\$ 97,272.00
24000H REPL PUMP DRIV GBOX RH	24,000	49000	38.0%	\$ 97,272.00
40000H REPL BOX AIR FILT PP1	40,000	45000	32.8%	\$ 6,055.50

40000H REPL BOX AIR FILT PP2	40,000	45000	32.8%	\$ 6,055.50
8000H REPL CYLI BCKT LH	8,000	57156	12.0%	\$ 111,535.00
8000H REPL BCKT	8,000	57157	12.0%	\$ 370,986.00
12000H REPL VLVE SLEW CTBL	12,000	57547	4.8%	\$ 9,686.00
10000H REPL BRKE TRV RHF	10,000	57821	3.0%	\$ 7,319.06
10000H REPL BRKE TRV RHR	10,000	57821	3.0%	\$ 7,319.06

Summary

Despite relatively moderate SMU hours for a 600T CAT6060 Excavator (58000) and visually the machine appearing ok, the asset has been parked with no care and maintenance strategy since July 2023. There is approximately \$3.5M of components due for change from the component history provided. Critical components from the operators cab and X8 cabinet are missing and out of service tags with parts removed are unreadable. The absence of preservation protocols will have compromised mechanical and electrical integrity and would likely risk rebuild viability.

The Engines and PTO are at half strategy life approximately 9000 hours to run. Slew bearing also at half strategy life.

Tracks and Tumblers exceed 100% wear and would require change is the machine were to operate.