

Service History

Service Date	Invoice Type	Hours	Description	Service Notes
08/20/2000	Service	1	REPLACE FUEL INJECTION LINES	#2 FUEL LINE BROKE. THIS WAS NOT REPLACED ON ORIGINAL REPAIR REF# NY09821
08/20/2000	Service	1	REPLACE FUEL INJECTION LINES	
09/06/2000	Service	58	TRAVEL TO/FROM MACHINE	
09/06/2000	Service	58	REPAIR HYDRAULIC CONTROL VALVE	
09/06/2000	Service	58	TRAVEL TO/FROM MACHINE	
09/06/2000	Service	58	REPAIR HYDRAULIC CONTROL VALVE	
11/14/2000	Service	399	REPLACE SEAT ACCUMULATOR	SEAT BOTTOMS OUT. 2G8111 PART OF 8X6744. NITROGEN CYL LEAKS HAD BEEN CHARGED TWICE BEFORE ALLOWING SEAT TO BOTTOM OUT. REPLACE ACCUMULATOR CYLINDER. PUT OIL IN NITROGEN END OF CYL BEFORE CHARGING, CHARGE CYL & INSTALL ON SEAT, ADJUST. SEAT SEEMS TO HAVE MORE CUSHIONING ACTION THAN BEFORE.
11/14/2000	Service	399	TROUBLESHOOT AND REPAIR ELECTRIC POWER GENERATOR	TACH NOT OPERATING PROPERLY. WOULD RUN FINE FOR AWILE THEN BOUNCE ALL OVER THE PLACE. POSSIBLE GENERATOR FAILURE WHERE IT WOULD CUT OUT THEN CUT IN & SPIKE TACH TO TOP END. CONNECTIONS SEEM TO BE OKAY & TACH STILL BOUNCING. WILL ORDER NEW GENERATOR & CUSTOMER WILL INSTALL & RETURN OLD ONE.
11/14/2000	Service	399	REPAIR AIR CONDITIONER	A/C NOT BLOWING COOL ENOUGH AIR. OPERATE MACHINE AT 1500 RPM, CHECK TEMP 48-50°F. CAB AIR FILTER HAD QUITE A BIT OF DIRT IN THEM POSSIBLY RESTRICT-ING AIR FLOW. BLOW OUT FILTERS, CHECK A/C, SEEMS TO BE CYCLING OKAY. LET OPERATOR RUN MACHINE FOR WHILE, SAID IT WAS COOLING ENOUGH IN THE CAB DURING OPERATION. THERMOSTAT SWITCH SEEMS SLOPPY, COULD HAVE BEEN ACTING UP & HAVE INTERMITTANT CURRENT.
11/14/2000	Service	399	REPLACE SEAT ACCUMULATOR	SEAT BOTTOMS OUT. 2G8111 PART OF 8X6744. NITROGEN CYL LEAKS HAD BEEN CHARGED TWICE BEFORE ALLOWING SEAT TO BOTTOM OUT. REPLACE ACCUMULATOR CYLINDER. PUT OIL IN NITROGEN END OF CYL BEFORE CHARGING, CHARGE CYL & INSTALL ON SEAT, ADJUST. SEAT SEEMS TO HAVE MORE CUSHIONING ACTION THAN BEFORE.
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11/17/2000	Service	550	REPAIR BRAKE CHAMBER/AIR CYL	RIGHT REAR BRAKE WON'T ADJUST OR TURN IN EITHER DIRECTION. BOLT & ADJUST GEAR IN ADJUSTER ARE SEIZED UP & WILL NOT TURN TO ALLOW BRAKE ADJUSTMENT. REMOVE RIGHT REAR WHEEL ASSY & BRAKE SPRING & SNAP RING SLIDES S-CAM BUT FAR ENOUGH TO GET OLD ADJUST-ER OFF. INSTALL NEW ADJUSTER & SLIDE S-CAM BACK & INSTALL SNAP RING & WHEEL ASSY. FILL WHEEL ASSY WITH OIL & ADJUST BRAKE. CHECK FOR LEAKS.
11/17/2000	Service	550	REPAIR BRAKE CHAMBER/AIR CYL	AIR CAN LEAKING ON SERVICE BRAKE. CYL HAD CREESE IN THE CAN, POSSIBLY HOLDING THE RUBBER SEAL AWAY FROM CAN WALL. THIS WOULD ALLOW AIR TO LEAK PAST THE RUBBER SEAL. REPLACE CYL ASSY & SEALS, INSTALL ACUATOR ASSY, ADJUST. THE ALIGNMENT BETWEEN THE ROD ON PISTON & THE SLACK ADJUSTER IS A BIT OFF. THIS COULD POSS-IBLY TILT THE PISTON IN THE CYL & CAUSE A SLOW AIR LEAK AS THE TRAVEL INCREASES.
11/17/2000	Service	550	TRAVEL TO/FROM MACHINE	
11/17/2000	Service	550	REPAIR BRAKE CHAMBER/AIR CYL	
11/17/2000	Service	550	REPAIR BRAKE CHAMBER/AIR CYL	
11/20/2000	Service	620	REPLACE FUEL TRANSFER PUMP	LOW POWER. FOUND FUEL PRESSURE FOR REAR ENGINE AT 5 PSI AT HIGH IDLE. INTERNAL FAILURE. REPLACE FUEL PUMP. CHECK PSI, MET CAT SPEC. POWER CAME BACK. OKAY.
11/20/2000	Service	620	REPLACE FUEL TRANSFER PUMP	LOW POWER. FOUND FUEL PRESSURE FOR REAR ENGINE AT 5 PSI AT HIGH IDLE. INTERNAL FAILURE. REPLACE FUEL PUMP. CHECK PSI, MET CAT SPEC. POWER CAME BACK. OKAY.

11/30/2000	Service	620	TRAVEL TO/FROM MACHINE		
11/30/2000	Service	620	REPAIR TRANSMISSION		TROUBLESHOT ELECTRICAL. CHECKED ALL WIRING TO TRAN S. FOUND NEUTRAL START BOX FULTY. CHANGED OUT.
11/30/2000	Service	620	TRAVEL TO/FROM MACHINE		
11/30/2000	Service	620	REPAIR TRANSMISSION		
12/17/2000	Service	617	REPAIR DIFFERENTIAL		REAR DIFFERENTIAL WON'T LOCK UP. LOCK UP DAMAGED. TEETH KNOCKED OFF LOCKER ONE SIDE, GEAR FAILED. NO POWER FLOW TO LEFT REAR WHEEL. REMVOE DIFF, TAKE TO SHOP FOR REPAIR. REPLACE LOCK UP GROUP, ALL BEARINGS & SEATS. CHECK & ADJUST. INSTALL IN MACHINE, FILL WITH OIL. OPERATION OKAY.
12/17/2000	Service	617	TRAVEL TO/FROM MACHINE		
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01/05/2001	Service Credit	399	REPLACE SEAT ACCUMULATOR		SEAT BOTTOMS OUT. 2G8111 PART OF 8X6744. NITROGEN CYL LEAKS HAD BEEN CHARGED TWICE BEFORE ALLOWING SEAT TO BOTTOM OUT. REPLACE ACCUMULATOR CYLINDER. PUT OIL IN NITROGEN END OF CYL BEFORE CHARGING, CHARGE CYL & INSTALL ON SEAT, ADJUST. SEAT SEEMS TO HAVE MORE CUSHIONING ACTION THAN BEFORE.
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01/05/2001	Service	740	REPLACE	SWITCH NOT WORKING. SWITCH DOES NOT WORK TO CONTROL VALVE. LEVER MOUNTING & ROTATING PEG BROKE OFF INSIDE HANDLE WHICH LET THE LEVER COCK AND BRAKE SWITCH CONTACTS SO TRIGGER WOULD NOT ACTIVATE CONTROL VALVE. R&I HANDLE, DISASSEMBLED & REPLACED LEVER & SWITCH. REASSEMBLED AND TESTED AFTER REPAIR.
01/05/2001	Service	740	REPLACE	
01/25/2001	Service	1106	VEHICLE MAINTENANCE CUSHION-HITCH LOAD CYL	CUSHION HITCH CYL CRACKED AROUND ROD EYE. R&I CYL FOUND CRACK WHILE REPAIRING ANOTHER FAILURE. REPLACED ROD. FILLED WITH FLUID. TESTED AFTER REPAIR.
01/25/2001	Service	1106	VEHICLE MAINTENANCE CUSHION-HITCH LOAD CYL	
02/18/2001	Service	1250	REPLACE FUEL INJECTION LINES	REAR ENGINE +++++ FUEL LEAK ON REAR ENGINE. FOUND FUEL LINE CRACKED & LEAKING. REPLACED WITH NEW.
02/18/2001	Service	1250	REPLACE FUEL INJECTION LINES	
03/07/2001	Service	1355	REPAIR COOLING SYS. RELIEF VALVE	WATER COMING OUT OF PRESSURE RELIEF VALVE. WILL NOT HOLD SYSTEM PRESSURE. VALVE FAILED. REPLACE VALVE, CHECK SYSTEM, OK.
03/07/2001	Service	1355	REPAIR COOLING SYS. RELIEF VALVE	
06/08/2001	Service	1355	REPLACE FUEL INJECTION LINES	
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07/26/2001	Service	2046	REPAIR EXHAUST MANIFOLD	BRACKETS THAT HOLD EXHAUST TOGETHER BROKE ALLOWING EXHAUST ELBOW TO MOVE AND SYSTEM TO LEAK. MADE UP NEW STRIPS AND PUT SOME EXHAUST SEALER ON COUPLERS AND ASSEMBLE SYSTEM. INSTALL BRACKET AND TIGHTEN CLAMPS. START MACHINE. OK NOW.
07/26/2001	Service	2046	REPAIR EXHAUST MANIFOLD	
08/19/2001	Service	2183	REPAIR ELECTRICAL SYSTEM	TACH WILL NOT WORK +++++ GEN SET PUTTING OUT TOO MUCH VOLTAGE CAUSING TACH TO READ INACCURATELY/BURN UP GEN SET. REPLACED TACH AND GEN SET. RAN MACHINE. OK.
08/19/2001	Service	2183	REPLACE EXHAUST PIPING	
08/19/2001	Service	2183	REPAIR ELECTRICAL SYSTEM	
08/19/2001	Service	2183	REPLACE EXHAUST PIPING	
08/30/2001	Service	1986	TRAVEL TO/FROM MACHINE	
08/30/2001	Service	1986	REPAIR FUEL SYSTEM	SEAL BAD ALLOWING OIL TO LEAK. INSTALLED NEW SEAL AND GASKETS AND FELT WASHER. INSTALLED COVER AND REPLACED THE CLIPS THAT HOLD THE FUEL LINES IN PLACE. HAD TWO SETS OF CLAMPS MISSING.
08/30/2001	Service	1986	REPAIR HYDRAULIC SYSTEM	REPAIR HYD OIL LEAK. +++++ *HYD TUBE BROKEN AND LEAKING OIL. DRAINED OUT HYD OIL AT CYL AND REMOVED OLD TUBE ASSY. REPLACE WITH NEW. START AND CHECK FOR LEAKS.
08/30/2001	Service	1986	REMOVE AND INSTALL TRANSMISSION	SNAP RING CAME OFF IN TRANS AND ALLOWED PLATE TO SLIDE FORWARD. AFTER TRANS WAS REPAIRED, TOOK TO MACHINE AND INSTALLED IN POWER PAK, THEN INSTALLED POWER PAK IN MACHINE. HOOKED UP LINE AND LINKAGE. FILLED WITH OIL AND STARTED. CHECKED OPERATION.

08/30/2001	Service	1986	REPAIR TRANSMISSION	EXCESSIVE IRON IN FILTER. PULLED THE TORQUE CONVERTOR FROM THE TRANS AND FOUND THE 9P0108 ROTOR HAD BEEN MAKING CONTACT WITH THE 9G0958 HOUSING. THIS WAS CAUSED BY THE 2P3705 RING NOT BEING IN PLACE. FOUND NO INDICATIONS THAT THE RING WAS EVER INSTALLED. HAD TO DISASSEMBLE THE PLANETARY GROUP TO REPLACE THE 9G958 HOUSING. REPLACED THE HOUSING AND THE SEALS IN THE PLANETARY GROUP. ASSEMBLED THE PLANETARY GROUP. DISASSEMBLED THE TORQUE CONVERTOR AND CLEANED, INSPECTED AND REASSEMBLED IT. INSTALLED A NEW 9P0108 ROTOR AND INSTALLED IT ON THE TRANS. *DISASSEMBLED AND CLEANED THE HYD TANK AND RESEALED AND ASSEMBLED IT. INSTALLED THE TRANS ON THE TRANS TEST BENCH AND TESTED. PUMP PRESSURE 375 P1 PRESSURE 355 IN ALL GEARS P2 PRESSURE 305 IN ALL GEARS CONVERTOR LUG PRESSURE 210 TESTED AT LOW RPM AND FOUND ALL PRESSURES SLIGHTLY LOWER, BUT ALL WERE EVEN. UNHOOKED THE TRANS FROM THE BENCH AND CLEANED IT UP. REPAINED.
08/30/2001	Service	1986	REMOVE AND INSTALL TORQ C,XMSN,& HYD OIL CLR	TRANS HAD METAL IN SCREEN AND FILTER AND SOME HAD GONE INTO TRANS OIL COOLER. REMOVED CORE ASSY AND INSTALLED REMAN COOLER CORE. HOOKED UP LINES AND FILLED ENGINE WITH COOLANT. START ENGINE AND CHECK FOR COOLANT LEAK.
08/30/2001	Service	1986	REPAIR ENGINE	HOUSING GASKET WAS BLOWN AT RIGHT HAND COVER AHEAD OF AIR COMPRESSOR MOUNTING ALLOWING THE GEAR TRAIN TO THROW OIL OUT PAST HOUSING AND ENGINE BLOCK. REMOVED RETARDER, FLYWHEEL, HOUSING, AND COMPRESSOR AND LOOSEN OIL PAN. REMOVE OIL GASKETS AND INSTALL NEW ONE. INSTALL FLYWHEEL HOUSING AND SEAL AND FLYWHEEL INSTALL RETARDER AND LINE AND EXHAUST SYSTEM. PUT OIL IN ENGINE AND START. CHECK FOR LEAKS. OK. INSTALL PENS.
08/30/2001	Service	1986	TRAVEL TO/FROM MACHINE	
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08/30/2001	Service	1986	REPAIR FUEL SYSTEM	
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08/30/2001	Service	1986	REPAIR HYDRAULIC SYSTEM	
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09/06/2001	Service	2332	REPAIR APRON	SWITCH IN CONTROL HANDLE BURNED AND WOULD NOT LET CURRENT PASS THROUGH TO ACTIVATE THE SOLENOID ON APRON CONTROL. INSTALLED NEW SWITCH AND HANDLE CONTROL. HOOKED UP WIRES AND OPERATED. OK.
09/06/2001	Service	2332	REPAIR TACHOMETER	INSTALLED NEW TACH AND GENERATOR. STARTED MACHINE AND CHECKED OPERATION. OK.
09/06/2001	Service	2332	REPAIR VEH/IMP AIR/PNEU CONT SYS	DIAPHRAM HAS HOLE IN IT/LEAKING AIR AND WILL NOT OPERATE THE AIR LOCK ON THROTTLE. INSTALLED NEW DIAPHRAM AND INSTALLED ON MACHINE. CHECKED OPERATION OF MACHINE/OK.
09/06/2001	Service	2332	REPAIR APRON	
09/06/2001	Service	2332	REPAIR TACHOMETER	

09/06/2001	Service	2332	REPAIR VEH/IMP AIR/PNEU CONT SYS	
01/05/2002	Service	24125	REPAIR FUEL SYSTEM	OIL LEAK ON SHAFT. R&I THROTTLE SHAFT ACUATOR & FUEL LINE BRACKETS. INSTALL NEW SEALS & GASKETS. TEST.
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01/07/2002	Service Credit	24125	REPAIR FUEL SYSTEM	OIL LEAK ON SHAFT. R&I THROTTLE SHAFT ACUATOR & FUEL LINE BRACKETS. INSTALL NEW SEALS & GASKETS. TEST.
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01/07/2002	Service	2407	REPAIR FUEL SYSTEM	OIL LEAK ON SHAFT. R&I THROTTLE SHAFT ACUATOR & FUEL LINE BRACKETS. INSTALL NEW SEALS & GASKETS. TEST.
01/07/2002	Service	2407	REPAIR FUEL SYSTEM	OIL LEAK ON SHAFT. R&I THROTTLE SHAFT ACUATOR & FUEL LINE BRACKETS. INSTALL NEW SEALS & GASKETS. TEST.
03/12/2002	Service	3304	REPAIR WAREHOUSE	OIL LEAK AROUND COMPRESSOR. R&I COOLANT, LINES, OIL LINES & AIR LINES. R&I COMPRESSOR, CLEAN SURFACES, REPLACE SEALS. TESTS OK.
03/12/2002	Service	3304	REPAIR WAREHOUSE	
05/26/2002	Service	3768	REMV RECONDITION & INSTL CUSHION-HITCH	CUSHION HITCH NOT OPERATING/LOW NITROGEN CHARGE IN ACCUMULATORS. ACCUMULATORS WERE LOW, WHICH WOULD CAUSE THE CUSHION HITCH TO NOT WORK PROPERLY, IF AT ALL. RECHARGED HIGH SIDE AND BLED OFF LOWSIDE. ADDED SOME OIL TO LOW SIDE ACCUMULATOR AND RECHARGED IT AND ADJUSTED THE LINKAGE.
05/26/2002	Service	3768	TRAVEL TO/FROM MACHINE	
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05/26/2002	Service	3768	TRAVEL TO/FROM MACHINE	
06/28/2002	Service	3789	REPAIR FINAL DRIVE(S)	OIL IN FINAL DRIVE, CONTAMINATED WITH WATER. CRACKED WHEEL. R&I FINAL, AXLE, WHEEL, DISSY WHEEL ASSY. CHANGE OVER TO NEW WHEEL. INSTALL NEW SEAL GRP, REASSY. ADD OIL PROVIDED BY CUSTOMER, TEST.
06/28/2002	Service	3789	REPAIR FINAL DRIVE(S)	OIL IN FINAL DRIVE, CONTAMINATED WITH WATER. CRACKED WHEEL. R&I FINAL, AXLE, WHEEL, DISSY WHEEL ASSY. CHANGE OVER TO NEW WHEEL. INSTALL NEW SEAL GRP, REASSY. ADD OIL PROVIDED BY CUSTOMER, TEST.
06/28/2002	Service	3789	TRAVEL TO/FROM MACHINE	
11/27/2002	Parts	0		
02/25/2003	Service	3789	REPAIR TRANSMISSION	HOSE LEAKS. HAD NEW HOSE BUILT TO CAT SPEC. DELIVER HOSE TO CUSTOMER, THEY WILL INSTALL.
02/25/2003	Service	3789	REPAIR TRANSMISSION	
04/15/2003	Parts	0		
05/24/2003	Service	4906	REPAIR ENGINE	ENGINE MISSES & HAS EXCESS SMOKE. BROKEN EXHAUST VALVE #2 CYL/BROKEN PIECE DAMAGED TURBO. FOUND CRACKED FUEL LINES & MISS IN #2. REMOVE INJECTOR, SWITCH WITH #5 INJ. MISS STILL IN #2. PUT AIR IN CYL, COULD HEAR AIR COMING OUT OF EXHAUST. REMOVE DRIVELINE, FUEL LINES, AIR LINES & ELECTRICAL CONNECTIONS, REMOVED MOUNTING BOLTS AND ENGINE PACK. INSTALL ENGINE, TIGHTEN MOUNTING BOLTS, HOOK UP DRIVELINE, FUEL LINES, AIR LINES & ELECTRICAL CONNECTIONS. CHECK FLUIDS, RUN ENGINE & CHECK OPERATION, OK. SHOP WORK: PULL CYL HEAD, FOUND #2 EXHAUST VALVE BROKEN, NO PISTON DAMAGE. CHUNK OF IRON CONTAMINATED OIL & OIL FILTER. REPLACED WITH NEW. CLEAN HEAD, PULL INTAKE & EXHAUST VALVE #2 CYL. REGROUND SEATS & INTAKE VALVES, REPLACE EXHAUST VALVE. DISASSY AFTERCOOLER & REMOVE EXHAUST, LOOKING FOR PIECES OF VALVE. DISASSY TURBO, REPLACE CARTRIDGE. CLEAN & INSPECT EXHAUST SHELL & MUFFLER. REASSY ENGINE.
05/24/2003	Service	4906	REMOVE AND INSTALL PISTON	WITH THE HEAD OFF, SAW #5 PISTON WITH CRACK IN IT. DID NOT MEET REUSABILITY GUIDE LINES. PULLED THE PAN AND REPLACED #5 PISTON AND RINGS. HONED OUT THE CYLINDER IN THE BLOCK.
05/24/2003	Service	4906	REPAIR ENGINE	ENGINE MISSES & HAS EXCESS SMOKE. BROKEN EXHAUST VALVE #2 CYL/BROKEN PIECE DAMAGED TURBO. FOUND CRACKED FUEL LINES & MISS IN #2. REMOVE INJECTOR, SWITCH WITH #5 INJ. MISS STILL IN #2. PUT AIR IN CYL, COULD HEAR AIR COMING OUT OF EXHAUST. REMOVE DRIVELINE, FUEL LINES, AIR LINES & ELECTRICAL CONNECTIONS, REMOVED MOUNTING BOLTS AND ENGINE PACK. INSTALL ENGINE, TIGHTEN MOUNTING BOLTS, HOOK UP DRIVELINE, FUEL LINES, AIR LINES & ELECTRICAL CONNECTIONS. CHECK FLUIDS, RUN ENGINE & CHECK OPERATION, OK. SHOP WORK: PULL CYL HEAD, FOUND #2 EXHAUST VALVE BROKEN, NO PISTON DAMAGE. CHUNK OF IRON CONTAMINATED OIL & OIL FILTER. REPLACED WITH NEW. CLEAN HEAD, PULL INTAKE & EXHAUST VALVE #2 CYL. REGROUND SEATS & INTAKE VALVES, REPLACE EXHAUST VALVE. DISASSY AFTERCOOLER & REMOVE EXHAUST, LOOKING FOR PIECES OF VALVE. DISASSY TURBO, REPLACE CARTRIDGE. CLEAN & INSPECT EXHAUST SHELL & MUFFLER. REASSY ENGINE.
05/24/2003	Service	4906	REPAIR ENGINE	

05/24/2003	Service	4906	REMOVE AND INSTALL PISTON	WITH THE HEAD OFF, SAW #5 PISTON WITH CRACK IN IT. DID NOT MEET REUSABILITY GUIDE LINES. PULLED THE PAN AND REPLACED #5 PISTON AND RINGS. HONED OUT THE CYLINDER IN THE BLOCK.
05/24/2003	Service	4906	TRAVEL TO/FROM MACHINE	TSL/MLG TO BE PAID BY CUSTOMER ON CERTIFIED OR ANY NEW MACHINE SALE AFTER ONE YEAR. MILEAGE FROM BOARDMAN. ALSO ENVIRO SURCHARGES, SHOP SUPPLIES & O.T. DIFFERENTIAL.
09/11/2003	Service	4907	REPAIR TRANSMISSION	OIL LEAK UNDER MACHINE/OIL COOLER LINES TO TORQUE CONVERTOR BLEW APART AT STEM CAUSING OIL & HOSE TO RUB ON DRIVE SHAFT. R&I BELLY PAN, FOUND DAMAGE TO 2 HOSES. REPLACE HOSE & O-RINGS SUPPORTED HOSES, REINSTALLED BELLY PAN, FILL WITH OIL & TEST, OK.
09/11/2003	Service	4907	REPAIR TRANSMISSION	OIL LEAK UNDER MACHINE/OIL COOLER LINES TO TORQUE CONVERTOR BLEW APART AT STEM CAUSING OIL & HOSE TO RUB ON DRIVE SHAFT. R&I BELLY PAN, FOUND DAMAGE TO 2 HOSES. REPLACE HOSE & O-RINGS SUPPORTED HOSES, REINSTALLED BELLY PAN, FILL WITH OIL & TEST, OK.
09/11/2003	Service	4907	TRAVEL TO/FROM MACHINE	
09/11/2003	Service	4907	REPAIR TRANSMISSION	OIL LEAK UNDER MACHINE/OIL COOLER LINES TO TORQUE CONVERTOR BLEW APART AT STEM CAUSING OIL & HOSE TO RUB ON DRIVE SHAFT. R&I BELLY PAN, FOUND DAMAGE TO 2 HOSES. REPLACE HOSE & O-RINGS SUPPORTED HOSES, REINSTALLED BELLY PAN, FILL WITH OIL & TEST, OK.
09/11/2003	Service	4907	TRAVEL TO/FROM MACHINE	
09/20/2003	Service	5052	TRAVEL TO/FROM MACHINE	
09/20/2003	Service	5052	REMOVE AND INSTALL ENGINE	R&I POWER PAC, INSTALL & REMOVE DRIVE LINES, ENGINE MOUNTS, HOODS, WIRING & PUSH PULL HARDWARE. INSTALL IN REVERSE ORDER, TEST ALL OK. CUSTOMER COMPLAINT: CUSTOMER COMPLAINED THE ENGINE IS BURNING OIL EXCESSIVELY, 2 GALLONS A DAY. CAUSE OF FAILURE: A 610497 3MM OIL CONTROL RING WAS INSTALLED ON NY19169 01/27/03 AT 4906 HOURS ON MACHINE. IT WAS INSTALLED WITH A NEW PISTON DUE TO DAMAGE FROM A DROPPED VALVE. OR1697 PACKS HAD BEEN INSTALLED DURING CERTIFIED REBUILD ORIGINALLY. THE REMAN PACKS HAVE THE UPDATED 4MM OIL RINGS AND PISTONS IN THEM. HOWEVER WHEN YOU ORDER FROM THE PARTS BOOK, IT SHOWS THE 3MM OIL CONTROL RINGS ONLY. WHEN THE NPR IS CHECKED ON THE RINGS, IT REFERENCES SERVICE MAG 04/17/2000 THAT TALKS ABOUT 4MM RINGS, BUT IT ONLY REFERENCES 972G, 966G, AND 330B MACHINES. AS SUCH NO ONE KNEW THAT THE PISTON THAT HAD BEEN INSTALLED HAD UPDATED TO THE 4MM RINGS. THE PISTON DOESN'T REFERENCE ANYTHING BUT INCLUDES A 610497 RING IN THE NPR BUT NO REFERENCE ARTICLES. SINCE WE ORDERED FROM THE PARTS BOOK A 7E6047 3MM RING IT STILL IS A GOOD NUMBER, THAT IS WHAT WAS INSTALLED ON THE PISTON. THE PISTON HAS A RING GROOVE
09/20/2003	Service	5052	REPAIR ENGINE	R&I POWER PAC, INSTALL & REMOVE DRIVE LINES, ENGINE MOUNTS, HOODS, WIRING & PUSH PULL HARDWARE. INSTALL IN REVERSE ORDER, TEST ALL OK. CUSTOMER COMPLAINT: CUSTOMER COMPLAINED THE ENGINE IS BURNING OIL EXCESSIVELY, 2 GALLONS A DAY. CAUSE OF FAILURE: A 610497 3MM OIL CONTROL RING WAS INSTALLED ON NY19169 01/27/03 AT 4906 HOURS ON MACHINE. IT WAS INSTALLED WITH A NEW PISTON DUE TO DAMAGE FROM A DROPPED VALVE. OR1697 PACKS HAD BEEN INSTALLED DURING CERTIFIED REBUILD ORIGINALLY. THE REMAN PACKS HAVE THE UPDATED 4MM OIL RINGS AND PISTONS IN THEM. HOWEVER WHEN YOU ORDER FROM THE PARTS BOOK, IT SHOWS THE 3MM OIL CONTROL RINGS ONLY. WHEN THE NPR IS CHECKED ON THE RINGS, IT REFERENCES SERVICE MAG 04/17/2000 THAT TALKS ABOUT 4MM RINGS, BUT IT ONLY REFERENCES 972G, 966G, AND 330B MACHINES. AS SUCH NO ONE KNEW THAT THE PISTON THAT HAD BEEN INSTALLED HAD UPDATED TO THE 4MM RINGS. THE PISTON DOESN'T REFERENCE ANYTHING BUT INCLUDES A 610497 RING IN THE NPR BUT NO REFERENCE ARTICLES. SINCE WE ORDERED FROM THE PARTS BOOK A 7E6047 3MM RING IT STILL IS A GOOD NUMBER, THAT IS WHAT WAS INSTALLED ON THE PISTON. THE PISTON HAS A RING GROOVE
09/20/2003	Service	5052	TRAVEL TO/FROM MACHINE	
10/20/2003	Parts	0		
10/27/2003	Parts	0		
11/06/2003	Service	5127	TROUBLESHOOT ENGINE	BURNING OIL IN REAR ENGINE. T/S REAR ENGINE, INSPECT TURBO, R&I INTAKE & EXHAUST TUBING. DECISION WAS MADE TO R&I POWER PACK TO INSPECT.
11/06/2003	Service	5127	TRAVEL TO/FROM MACHINE	R&I POWER PACK, DRIVE LINE, MOTOR MOUNTS, HOOD, FUEL LINES & HOSES. CAPPED FUEL & AIR LINES, CONTINUE RUNNING MACHINE.
11/06/2003	Service	5127	REMOVE AND INSTALL ENGINE	R&I POWER PACK, DRIVE LINE, MOTOR MOUNTS, HOOD, FUEL LINES & HOSES. CAPPED FUEL & AIR LINES, CONTINUE RUNNING MACHINE.

					CUSTOMER COMPLAINT: HIGH OIL CONSUMPTION CAUSE OF FAILURE: WRONG OIL CONTROL RING IN NEW PISTON RESULTANT DAMAGE: OIL CONSUMPTION REPAIR COMMENTS: PULLED CYLINDER HEAD, FOUND # 5 CYLINDER WET, REMOVE PAN & PISTON, FOUND A 3MM. RING IN A 4MM. OIL CONTROL RING GROOVE. CLEANED UP PISTON, HONED CYLINDER, INSTALLED NEW RINGS ON PISTON & INSTALLED IT. CLEANED UP HEAD & PAN, REASSEMBLED ENGINE, INSTALLED A NEW EXHAUST COUPLER DUE TO EXCESSIVE LEAK. FILLED WITH OIL & COOLANT AND RAN THE ENGINE.
11/06/2003	Service	5127	REPAIR ENGINE		BURNING OIL IN REAR ENGINE. T/S REAR ENGINE, INSPECT TURBO, R&I INTAKE & EXHAUST TUBING. DECISION WAS MADE TO R&I POWER PACK TO INSPECT.
11/06/2003	Service	5127	TROUBLESHOOT ENGINE		
11/06/2003	Service	5127	REMOVE AND INSTALL ENGINE		CUSTOMER COMPLAINT: HIGH OIL CONSUMPTION CAUSE OF FAILURE: WRONG OIL CONTROL RING IN NEW PISTON RESULTANT DAMAGE: OIL CONSUMPTION REPAIR COMMENTS: PULLED CYLINDER HEAD, FOUND # 5 CYLINDER WET, REMOVE PAN & PISTON, FOUND A 3MM. RING IN A 4MM. OIL CONTROL RING GROOVE. CLEANED UP PISTON, HONED CYLINDER, INSTALLED NEW RINGS ON PISTON & INSTALLED IT. CLEANED UP HEAD & PAN, REASSEMBLED ENGINE, INSTALLED A NEW EXHAUST COUPLER DUE TO EXCESSIVE LEAK. FILLED WITH OIL & COOLANT AND RAN THE ENGINE.
11/06/2003	Service	5127	REPLACE WATER PUMP		CUSTOMER COMPLAINT: COOLANT LEAKS OUT OF WEEP HOLE CAUSE OF FAILURE: SEAL LEAKS RESULTANT DAMAGE: COOLANT LOSS REPAIR COMMENTS: REPLACED WITH A OR1003 WATER PUMP
11/06/2003	Service	5127	TRAVEL TO/FROM MACHINE		
01/12/2004	Parts	0			
01/14/2004	Parts	0			
01/15/2004	Parts	0			
02/12/2004	Service	4628	WITHDRAW AND ANALYZE FUEL SYSTEM		CUSTOMER COMPLAINT: ENGINE WASN'T RETURNING TO IDLE AFTER COMING OFF OF FULL FUEL. GOVERNOR WAS ALSO LEAKING. IDLED ROUGH AND WOULD STALL WHEN RETURNING TO LOW IDLE. CAUSE OF FAILURE: RACES AND WEIGHTS IN GOVERNOR WERE WORN INTO DIMPLES ON THE RACE CAUSING FUEL TO CATCH ON THE WAY BACK TO LOW IDLE. REPAIR COMMENTS: REMOVED FUEL SYSTEM COVER, RESEALED HOUSING, REPLACED THE WEIGHTS AND SHAFT TO STOP VARIANCE IN THROTTLE, REMOVE FUEL SYSTEM LEAKS. CHECK HIGH AND LOW IDLE.
02/12/2004	Service	4628	WITHDRAW AND ANALYZE FUEL SYSTEM		CUSTOMER COMPLAINT: ENGINE WASN'T RETURNING TO IDLE AFTER COMING OFF OF FULL FUEL. GOVERNOR WAS ALSO LEAKING. IDLED ROUGH AND WOULD STALL WHEN RETURNING TO LOW IDLE. CAUSE OF FAILURE: RACES AND WEIGHTS IN GOVERNOR WERE WORN INTO DIMPLES ON THE RACE CAUSING FUEL TO CATCH ON THE WAY BACK TO LOW IDLE. REPAIR COMMENTS: REMOVED FUEL SYSTEM COVER, RESEALED HOUSING, REPLACED THE WEIGHTS AND SHAFT TO STOP VARIANCE IN THROTTLE, REMOVE FUEL SYSTEM LEAKS. CHECK HIGH AND LOW IDLE.
02/12/2004	Service	4628	TRAVEL TO/FROM MACHINE		
02/26/2004	Parts	0			
03/01/2004	Parts	0			
07/16/2004	Service	6996	REMOVE AND INSTALL LINER SEAT/INSERT		
07/16/2004	Service	6996	TRAVEL TO/FROM MACHINE		

07/16/2004 Service 6996 WITHDRAW AND ANALYZE ENGINE

CUSTOMER COMPLAINT: EXCESSIVE OIL CONSUMPTION. SINCE LAST RING GROUPS WERE INSTALLED ON 03/26/03 @5127 HOURS, THIS ENGINE CONSUMED 398 QUARTS OF OIL TO 12,369 GALLONS OF FUEL, WHICH = 1 QUART OF OIL USED PER 31 GALLONS OF FUEL. THIS DEFINITELY IS IN THE INVESTIGATE RANGE. FROM MAR 02 TO FEB 03 THIS ENGINE USED 1 QT OF OIL TO 35 GAL OF FUEL IN 1470 HOURS. CAUSE: THE 7E6047 OIL CONTROL RINGS DON'T CONTROL OIL CONSUMPTION. CAT HAS CHANGED THE 7E6047 3MM RING TO A 610497 4MM RING, BUT IT ENTAILS CHANGING THE PISTON AS WELL TO CONTROL OIL CONSUMPTION; REFERENCE SERVICE MAG ARTICLE 04/17/00 SEPD0520. OR2556 SHORT BLOCK HAD BEEN INSTALLED IN THE CERTIFIED REBUILD ON NY09821 07/05/00, BUT IT CONTAINED THE 3MM RINGS IN IT SINCE CAT WAS TRYING TO DEPLET STOCK AS THEY CHANGED TO THE NEW PISTON AND RING STYLE IN THEIR INVENTORY. ON 2/11/03 4906 HOURS A VALVE DROPPED AND CRACKED A PISTON. SINCE THE ABOVE SERVICE MAG ARTICLE DOESN'T REFERENCE OUR MACHINE WE ORDERED OUT OF A PARTS BOOK AND PUT IN A

07/16/2004 Service 6996 WITHDRAW AND ANALYZE ENGINE

CUSTOMER COMPLAINT: EXCESSIVE OIL CONSUMPTION. SINCE LAST RING GROUPS WERE INSTALLED ON 03/26/03 @5127 HOURS, THIS ENGINE CONSUMED 398 QUARTS OF OIL TO 12,369 GALLONS OF FUEL, WHICH = 1 QUART OF OIL USED PER 31 GALLONS OF FUEL. THIS DEFINITELY IS IN THE INVESTIGATE RANGE. FROM MAR 02 TO FEB 03 THIS ENGINE USED 1 QT OF OIL TO 35 GAL OF FUEL IN 1470 HOURS. CAUSE: THE 7E6047 OIL CONTROL RINGS DON'T CONTROL OIL CONSUMPTION. CAT HAS CHANGED THE 7E6047 3MM RING TO A 610497 4MM RING, BUT IT ENTAILS CHANGING THE PISTON AS WELL TO CONTROL OIL CONSUMPTION; REFERENCE SERVICE MAG ARTICLE 04/17/00 SEPD0520. OR2556 SHORT BLOCK HAD BEEN INSTALLED IN THE CERTIFIED REBUILD ON NY09821 07/05/00, BUT IT CONTAINED THE 3MM RINGS IN IT SINCE CAT WAS TRYING TO DEPLET STOCK AS THEY CHANGED TO THE NEW PISTON AND RING STYLE IN THEIR INVENTORY. ON 2/11/03 4906 HOURS A VALVE DROPPED AND CRACKED A PISTON. SINCE THE ABOVE SERVICE MAG ARTICLE DOESN'T REFERENCE OUR MACHINE WE ORDERED OUT OF A PARTS BOOK AND PUT IN A

07/16/2004 Service 6996 COUNTERBORE (S) CYLINDER BLOCK

THE HEAD GASKET BLEW ON #5 CYLINDER. THE BLOCK HAD ERODED UNDER THE LINERS AND THIS CAUSED THE HEAD GASKET TO BLOW. THE ENGINE IS OUT ON HOURS FOR WARRANTY SO THIS PORTION IS CUSTOMERS COST.

COMPLAINT: THE CUSTOMER SAYS THE RADIATOR IS PRESSURIZING. CAUSE: #5 LINER HAD ERODED UNDER THE LINER FLANGE AND CAUSED THE HEAD GASKET TO ERODE BEHIND THE FIRE RING AND LET COMBUSTION GASES INTO THE COOLING SYSTEM. ALL LINERS WERE PULLED TO INSPECT FOR EROSION AND CYLINDERS 2 THROUGH 6 FOUND THE BLOCK ERODED. WE COUNTERBORED AND INSTALLED INSERTS IN THE BLOCK TO CORRECT THIS. THE #5 LINER WAS REPLACED DUE TO EROSION UNDER THE FLANGE OF IT. THIS PORTION IS ONLY FOR THE COUNTERBORING LABOR, INSERTS, & THE 1 LINER AS THIS AREA HAS 6270 HOURS ON IT AND THE EXTENDED ENGINE WARRANTY RAN OUT AT 5000 HOURS. THE HEAD GASKET AND D&A LABOR WAS COVERED UNDER THE GOODWILL OIL CONSUMPTION REPAIR.

07/16/2004 Service 6996 REMOVE AND INSTALL LINER SEAT/INSERT

07/16/2004 Service 6996 TRAVEL TO/FROM MACHINE

07/18/2004 Service Credit 6996 REMOVE AND INSTALL LINER SEAT/INSERT

07/18/2004 Service Credit 6996 TRAVEL TO/FROM MACHINE

07/18/2004 Service Credit 6996 WITHDRAW AND ANALYZE ENGINE

CUSTOMER COMPLAINT: EXCESSIVE OIL CONSUMPTION. SINCE LAST RING GROUPS WERE INSTALLED ON 03/26/03 @5127 HOURS, THIS ENGINE CONSUMED 398 QUARTS OF OIL TO 12,369 GALLONS OF FUEL, WHICH = 1 QUART OF OIL USED PER 31 GALLONS OF FUEL. THIS DEFINITELY IS IN THE INVESTIGATE RANGE. FROM MAR 02 TO FEB 03 THIS ENGINE USED 1 QT OF OIL TO 35 GAL OF FUEL IN 1470 HOURS. CAUSE: THE 7E6047 OIL CONTROL RINGS DON'T CONTROL OIL CONSUMPTION. CAT HAS CHANGED THE 7E6047 3MM RING TO A 610497 4MM RING, BUT IT ENTAILS CHANGING THE PISTON AS WELL TO CONTROL OIL CONSUMPTION; REFERENCE SERVICE MAG ARTICLE 04/17/00 SEPD0520. OR2556 SHORT BLOCK HAD BEEN INSTALLED IN THE CERTIFIED REBUILD ON NY09821 07/05/00, BUT IT CONTAINED THE 3MM RINGS IN IT SINCE CAT WAS TRYING TO DEPLET STOCK AS THEY CHANGED TO THE NEW PISTON AND RING STYLE IN THEIR INVENTORY. ON 2/11/03 4906 HOURS A VALVE DROPPED AND CRACKED A PISTON. SINCE THE ABOVE SERVICE MAG ARTICLE DOESN'T REFERENCE OUR MACHINE WE ORDERED OUT OF A PARTS BOOK AND PUT IN A

07/18/2004	Service Credit	6996	WITHDRAW AND ANALYZE ENGINE	<p>CUSTOMER COMPLAINT: EXCESSIVE OIL CONSUMPTION. SINCE LAST RING GROUPS WERE INSTALLED ON 03/26/03 @5127 HOURS, THIS ENGINE CONSUMED 398 QUARTS OF OIL TO 12,369 GALLONS OF FUEL, WHICH = 1 QUART OF OIL USED PER 31 GALLONS OF FUEL. THIS DEFINITELY IS IN THE INVESTIGATE RANGE. FROM MAR 02 TO FEB 03 THIS ENGINE USED 1 QT OF OIL TO 35 GAL OF FUEL IN 1470 HOURS. CAUSE: THE 7E6047 OIL CONTROL RINGS DON'T CONTROL OIL CONSUMPTION. CAT HAS CHANGED THE 7E6047 3MM RING TO A 610497 4MM RING, BUT IT ENTAILS CHANGING THE PISTON AS WELL TO CONTROL OIL CONSUMPTION; REFERENCE SERVICE MAG ARTICLE 04/17/00 SEPD0520. OR2556 SHORT BLOCK HAD BEEN INSTALLED IN THE CERTIFIED REBUILD ON NY09821 07/05/00, BUT IT CONTAINED THE 3MM RINGS IN IT SINCE CAT WAS TRYING TO DEPLET STOCK AS THEY CHANGED TO THE NEW PISTON AND RING STYLE IN THEIR INVENTORY. ON 2/11/03 4906 HOURS A VALVE DROPPED AND CRACKED A PISTON. SINCE THE ABOVE SERVICE MAG ARTICLE DOESN'T REFERENCE OUR MACHINE WE ORDERED OUT OF A PARTS BOOK AND PUT IN A</p>
07/18/2004	Service Credit	6996	COUNTERBORE (S) CYLINDER BLOCK	<p>THE HEAD GASKET BLEW ON #5 CYLINDER. THE BLOCK HAD ERODED UNDER THE LINERS AND THIS CAUSED THE HEAD GASKET TO BLOW. THE ENGINE IS OUT ON HOURS FOR WARRANTY SO THIS PORTION IS CUSTOMERS COST.</p> <p>*****</p> <p>COMPLAINT: THE CUSTOMER SAYS THE RADIATOR IS PRESSURIZING. CAUSE: #5 LINER HAD ERODED UNDER THE LINER FLANGE AND CAUSED THE HEAD GASKET TO ERODE BEHIND THE FIRE RING AND LET COMBUSTION GASES INTO THE COOLING SYSTEM. ALL LINERS WERE PULLED TO INSPECT FOR EROSION AND CYLINDERS 2 THROUGH 6 FOUND THE BLOCK ERODED. WE COUNTERBORED AND INSTALLED INSERTS IN THE BLOCK TO CORRECT THIS. THE #5 LINER WAS REPLACED DUE TO EROSION UNDER THE FLANGE OF IT. THIS PORTION IS ONLY FOR THE COUNTERBORING LABOR, INSERTS, & THE 1 LINER AS THIS AREA HAS 6270 HOURS ON IT AND THE EXTENDED ENGINE WARRANTY RAN OUT AT 5000 HOURS. THE HEAD GASKET AND D&A LABOR WAS COVERED UNDER THE GOODWILL OIL CONSUMPTION REPAIR.</p>
07/18/2004	Service Credit	6996	REMOVE AND INSTALL LINER SEAT/INSERT	
07/18/2004	Service Credit	6996	TRAVEL TO/FROM MACHINE	
07/19/2004	Service	6996	REMOVE AND INSTALL LINER SEAT/INSERT	
07/19/2004	Service	6996	TRAVEL TO/FROM MACHINE	
07/19/2004	Service	6996	WITHDRAW AND ANALYZE ENGINE	<p>CUSTOMER COMPLAINT: EXCESSIVE OIL CONSUMPTION. SINCE LAST RING GROUPS WERE INSTALLED ON 03/10/03 @5052 HOURS, THIS ENGINE CONSUMED 398 QUARTS OF OIL TO 12,369 GALLONS OF FUEL, WHICH = 1 QUART OF OIL USED PER 31 GALLONS OF FUEL. THIS DEFINITELY IS IN THE INVESTIGATE RANGE. FROM MAR 02 TO FEB 03 THIS ENGINE USED 1 QT OF OIL TO 35 GAL OF FUEL IN 1470 HOURS. CAUSE: THE 7E6047 OIL CONTROL RINGS DON'T CONTROL OIL CONSUMPTION. CAT HAS CHANGED THE 7E6047 3MM RING TO A 610497 4MM RING, BUT IT ENTAILS CHANGING THE PISTON AS WELL TO CONTROL OIL CONSUMPTION; REFERENCE SERVICE MAG ARTICLE 04/17/00 SEPD0520. OR2556 SHORT BLOCK HAD BEEN INSTALLED IN THE CERTIFIED REBUILD ON NY09821 07/05/00, BUT IT CONTAINED THE 3MM RINGS IN IT SINCE CAT WAS TRYING TO DEPLET STOCK AS THEY CHANGED TO THE NEW PISTON AND RING STYLE IN THEIR INVENTORY. ON 2/11/03 4906 HOURS A VALVE DROPPED AND CRACKED A PISTON. SINCE THE ABOVE SERVICE MAG ARTICLE DOESN'T REFERENCE OUR MACHINE WE ORDERED OUT OF A PARTS BOOK AND PUT IN A</p>
07/19/2004	Service	6996	WITHDRAW AND ANALYZE ENGINE	<p>CUSTOMER COMPLAINT: EXCESSIVE OIL CONSUMPTION. SINCE LAST RING GROUPS WERE INSTALLED ON 03/10/03 @5052 HOURS, THIS ENGINE CONSUMED 398 QUARTS OF OIL TO 12,369 GALLONS OF FUEL, WHICH = 1 QUART OF OIL USED PER 31 GALLONS OF FUEL. THIS DEFINITELY IS IN THE INVESTIGATE RANGE. FROM MAR 02 TO FEB 03 THIS ENGINE USED 1 QT OF OIL TO 35 GAL OF FUEL IN 1470 HOURS. CAUSE: THE 7E6047 OIL CONTROL RINGS DON'T CONTROL OIL CONSUMPTION. CAT HAS CHANGED THE 7E6047 3MM RING TO A 610497 4MM RING, BUT IT ENTAILS CHANGING THE PISTON AS WELL TO CONTROL OIL CONSUMPTION; REFERENCE SERVICE MAG ARTICLE 04/17/00 SEPD0520. OR2556 SHORT BLOCK HAD BEEN INSTALLED IN THE CERTIFIED REBUILD ON NY09821 07/05/00, BUT IT CONTAINED THE 3MM RINGS IN IT SINCE CAT WAS TRYING TO DEPLET STOCK AS THEY CHANGED TO THE NEW PISTON AND RING STYLE IN THEIR INVENTORY. ON 2/11/03 4906 HOURS A VALVE DROPPED AND CRACKED A PISTON. SINCE THE ABOVE SERVICE MAG ARTICLE DOESN'T REFERENCE OUR MACHINE WE ORDERED OUT OF A PARTS BOOK AND PUT IN A</p>

THE HEAD GASKET BLEW ON #5 CYLINDER. THE BLOCK HAD ERODED UNDER THE LINERS AND THIS CAUSED THE HEAD GASKET TO BLOW. THE ENGINE IS OUT ON HOURS FOR WARRANTY SO THIS PORTION IS CUSTOMERS COST.

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COMPLAINT: THE CUSTOMER SAYS THE RADIATOR IS PRESSURIZING. CAUSE: #5 LINER HAD ERODED UNDER THE LINER FLANGE AND CAUSED THE HEAD GASKET TO ERODE BEHIND THE FIRE RING AND LET COMBUSTION GASES INTO THE COOLING SYSTEM. ALL LINERS WERE PULLED TO INSPECT FOR EROSION AND CYLINDERS 2 THROUGH 6 FOUND THE BLOCK ERODED. WE COUNTERBORED AND INSTALLED INSERTS IN THE BLOCK TO CORRECT THIS. THE #5 LINER WAS REPLACED DUE TO EROSION UNDER THE FLANGE OF IT. THIS PORTION IS ONLY FOR THE COUNTERBORING LABOR, INSERTS, & THE 1 LINER AS THIS AREA HAS 6270 HOURS ON IT AND THE EXTENDED ENGINE WARRANTY RAN OUT AT 5000 HOURS. THE HEAD GASKET AND D&A LABOR WAS COVERED UNDER THE GOODWILL OIL CONSUMPTION REPAIR.

07/19/2004	Service	6996	REMOVE AND INSTALL LINER SEAT/INSERT	
07/19/2004	Service	6996	TRAVEL TO/FROM MACHINE	
09/23/2004	Parts	0		
10/02/2004	Parts	0		
10/17/2004	Parts	0		
10/17/2004	Parts	0		
11/05/2004	Parts	0		
11/17/2004	Parts	0		
11/17/2004	Parts	0		
12/03/2004	Parts	0		
12/04/2004	Parts	0		
01/05/2005	Parts	0		
02/08/2005	Parts	0		
02/08/2005	Parts	0		
04/01/2005	Parts	0		
05/04/2005	Parts	0		
05/05/2005	Parts	0		
05/10/2005	Parts	0		
05/26/2005	Parts	0		
08/18/2005	Parts	0		
08/22/2005	Parts	0		
08/23/2005	Parts	0		
08/23/2005	Parts	0		
08/24/2005	Parts	0		
08/25/2005	Parts	0		
09/07/2005	Parts	0		
10/12/2005	Parts	0		
10/12/2005	Parts	0		
10/14/2005	Parts	0		
10/20/2005	Parts	0		
10/21/2005	Parts	0		
10/26/2005	Parts	0		
10/31/2005	Parts	0		
03/14/2006	Parts	0		
04/18/2006	Parts	0		
07/05/2006	Parts	0		
08/07/2006	Parts	0		
08/31/2006	Parts	0		
09/05/2006	Parts	0		
09/18/2006	Parts	0		
10/19/2006	Parts	0		

11/04/2006	Parts	0		
11/06/2006	Parts	0		
11/06/2006	Parts	0		
11/07/2006	Parts	0		
11/08/2006	Parts	0		
11/13/2006	Parts	0		
01/14/2007	Parts	0		
02/01/2007	Parts	0		
02/06/2007	Parts	0		
02/07/2007	Parts	0		
02/09/2007	Parts	0		
02/12/2007	Parts	0		
02/27/2007	Parts	0		
04/11/2007	Parts	0		
04/12/2007	Parts	0		
04/12/2007	Parts	0		
04/12/2007	Parts	0		
04/16/2007	Parts	0		
04/20/2007	Parts	0		
04/22/2007	Parts Credit	0		
06/21/2007	Parts	0		
06/22/2007	Parts	0		
09/19/2007	Parts	0		
09/19/2007	Parts	0		
09/20/2007	Parts	0		
09/21/2007	Parts	0		
10/02/2007	Parts	0		
10/03/2007	Parts	0		
02/15/2008	Parts	0		
03/12/2008	Parts	0		
04/05/2008	Parts	0		
04/09/2008	Parts	0		
04/10/2008	Parts	0		
11/13/2009	Parts	0		
11/16/2009	Parts	0		
11/17/2009	Parts	0		
03/05/2010	Parts	0		
04/12/2010	Parts	0		
04/15/2010	Parts	0		
04/28/2010	Service	15004	REMOVE AND INSTALL ALTERNATOR	CUSTOMER COMPLAINT: ALTERNATOR NOT CHARGING CAUSE OF FAILURE: ALTERNATOR FAILED RESULTANT DAMAGE: WONT CHARGE BATTERIES REPAIR PROCESS COMMENTS: REMOVED BELLY PAN, BELT, WIRING, MOUNT BOLTS, AND ALTERNATOR. INSTALLED REMAN ALTERNATOR, AND ALL REMOVED COMPONENTS. RAN ENGINE AND RE- CHECKED CHARGING, OK.
04/28/2010	Service	15004	REMOVE AND INSTALL APRON LIFT CYLINDER	CUSTOMER COMPLAINT: APRON CYLINDER ROD SNAPPED IN HALF CAUSE OF FAILURE: LOWER PIN FELL OUT RESULTANT DAMAGE: PUT CYLINDER IN A BIND AND SNAPPED ROD IN HALF REPAIR PROCESS COMMENTS: PULLED UPPER PIN AND CUT BEARING OUT OF BORE. REMOVED BROKEN ROD PIECE, REMOVED BARREL AND OIL LINES. PULLED ANOTHER CYLINDER FROM ANOTHER MACHINE, INSTALLED ON THIS MACHINE. INSTALLED PINS AND OIL LINES WITH NEW SEALS. TESTED OPERATION OK. RELEASED MACHINE BACK TO CUSTOMER.
04/28/2010	Service	15004	TRAVEL TO/FROM MACHINE	

08/28/2017	Service	16001	TRANSPORT MACHINE	CUSTOMER COMPLAINT: LOAD MACHINE ON TRANSPORT TRUCK CAUSE OF FAILURE: NONE RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: DROVE TO SITE AND PREPARE MACHINE FOR TRANSPORT. JACKED UP BOWL AND CHAINED IN PLACE. LOCKED APRON IN PLACE. CLEAN MATERIAL OUT OF BOWL. RECONNECTED AIR SYSTEM AND FILLED TANKS TO RELEASE BRAKES. DROVE TO SITE NEXT DAY AND LOAD MACHINE FOR TRANSPORT DRIVER. HAD TO CALL IN CRANE TO LIFT FINAL SECTION OF SCRAPER ON JEEP OF TRANSPORT TRUCK. REMOVED CHAINS OFF SCRAPER AND COLLECT ALL MATERIALS USED TO PREPARE MACHINE. RELEASED MACHINE BACK TO CUSTOMER.
08/28/2017	Service	16001	TRAVEL TO/FROM MACHINE	
10/28/2017	Parts	0		
12/08/2017	Parts	0		**REPAIR SPECIFICATION INCLUDES** -RECONDITION STEERING CYLINDER (LEVEL 1) ***** -DISASSEMBLE AND ASSEMBLE PISTON HEAD FROM ROD -CLEAN AND INSPECT -CHECK ROD FOR STRAIGHTNESS AND ROUNDNESS -CHECK THREADS -RESEAL HEAD AND PISTON -TORQUE NUT TO PROPER SPECIFICATIONS **AVAILABLE AS NEEDED AT ADDITIONAL COST** -SALVAGE WEAR BAND IN HEAD -RE-CHROME OR POLISH ROD -BUILD AND BORE ROD EYE -REPLACEMENT OF CYLINDER ROD, PISTON, HEAD AND NUT -ROD EYE SEAL AND BEARING REPLACEMENT -PRODUCT IMPROVEMENT UPDATES -CHARGES FOR UNACCEPTABLE CORES -TRANSPORTATION OF MACHINE OR COMPONENTS -WORK PERFORMED OUTSIDE OF NORMAL HOURS ***** CATERPILLAR INC. PARTS REUSABILITY SPECIFICATIONS WILL BE USED WHEREVER APPLICABLE. IF, DURING THE REPAIR, IT IS DETERMINED THAT ADDITIONAL WORK IS REQUIRED, YOU WILL BE CONTACTED TO CONSIDER OTHER REPAIR ALTERNATIVES. *****
06/17/2021	Service	0	RECONDITION/OVERHAUL STEERING CYLINDER	CUSTOMER COMPLAINT: RECONDITION STEERING VALVE. NO TAG PLATE. CAUSE OF FAILURE: TIME IN USE. RESULTANT DAMAGE: DISASSEMBLED AND INSPECTED VALVE GP. FOUND LIGHT SCORING ON SPOOL WILL BE ABLE TO POLISH/CLEAN FOR REUSE. WILL BE ABLE TO POLISH/CLEAN HOUSING FOR REUSE. RECOMMEND RESEALING ALL VALVES. STORED AND QUOTED PARTS. REPAIR PROCESS COMMENTS: ASSEMBLED WITH NEW SEALS. CLEANED AND POLISHED SPOOL. CLEANED ALL PARTS. RESEALED VALVES. TORQUED ALL BOLTS DOWN TO MANUFACTURE SPECS. READY FOR PAINT.
10/27/2021	Service	0	RECONDITION/OVERHAUL STEERING VALVE	CUSTOMER COMPLAINT: TAKE APART AND QUOTE BEFORE REPAIR. P# 9T-7414 / 10R-7958 S/N# CF010554PK CAUSE OF FAILURE: DEEP SCORING ON PRESSURE PLATES. GEAR HOUSING HAS DEEP WEAR MARKS AND CAVITATION. RESULTANT DAMAGE: DISASSEMBLED AND INSPECTED HYD PUMP. FOUND DEEP SCORING ON PRESSURE PLATES WAS UNABLE TO POLISH OUT SCORING, WILL NOT MAKE REUSE. FOUND DEEP WEAR MARKS AND CAVITATION INSIDE OF GEAR HOUSING, GEAR HOUSING IS .001 WITH IN CAT SPEC OF REUSE, UPTO CUSTOMER IF THEY WANT TO REUSE HOUSING. FOUND SCORING ON SEALING SURFACE OF SHAFT WILL POLISH/CLEAN FOR REUSE. ALL OTHER PARTS WILL CLEAN/ POLISH FOR REUSE. STORED AND QUOTED PARTS. REPAIR PROCESS COMMENTS: ASSEMBLED HYDRAULIC PUMP WITH NEW SEALS, AND PRESSURE PLATES. TORQUED ALL BOLTS DOWN TO MANUFACTURE SPECS. TESTED HYDRAULIC PUMP AT OPERATING TEMP, TESTED FOR EFFICIENCY BOTH SIDES TESTED WITH IN CAT SPEC. READY FOR PAINT.
12/07/2021	Service	0	RECONDITION/OVERHAUL HYDRAULIC PUMP, GEAR-TYPE	CUSTOMER COMPLAINT: REWORK REPAIR STEERING VALVE NO SERIAL NUMBER ON TAG CAUSE OF FAILURE: GOVERNOR SPRING REPAIR PROCESS COMMENTS: DISASSEMBLED AND INSPECTED STEERING VALVE, FOUND ON VISUAL DAMAGE TO INTERNAL COMPONENTS, REASSEMBLED VALVE AND TORQUED ALL BOLTS TO MANUFACTURE SPECIFICATIONS, HOOKED VALVE TO TEST BENCH, WHEN FLOWING TO THE RIGHT, FOUND FLOWS TO BE HALF OF WHAT THE LEFT SIDE FLOWED, DISASSEMBLED AND REMOVED GOVERNOR SPRINGS WITH SHIMS AND REASSEMBLED VALVE, RETESTED FLOW, AFTER NEW SPRINGS WAS INSTALLED LEFT AND RIGHT SIDE FLOWED THE SAME. RETURNED VALVE BACK TO SERVICE.
01/15/2022	Service	0	WELDING SUPPLIES - STEERING VALVE	
01/15/2022	Service	0	WELDING SUPPLIES - STEERING VALVE	
07/06/2022	Service	0	YARD AND PREMISE	
07/06/2022	Service	0	WORK AREA	

REPAIR SPECIFICATION INCLUDES -RECONDITION RETARDER (FRONT)-DISASSEMBLE & ASSEMBLE-REPLACE ALL SEALS-REPLACE SEAL CARRIERS AND BEARINGS-CLEAN AND INSPECT ALL PARTS **AVAILABLE AS NEEDED AT ADDITIONAL COST** -REMOVE & INSTALL RETARDER -REMOVE & INSTALL FLYWHEEL SCAVENGE PUMP-REPAIR, REPLACE OR RECONDITION FLYWHEEL SCAVENGE PUMP-REPLACE HOUSING -REPLACE ROTATING ASSEMBLY PARTS AND SHAFTS -SALVAGE WORK -TRANSPORTATION OF MACHINE OR COMPONENTS RECONDITION FRONT RETARDER: DISASSEMBLED, CLEANED, INSPECTED FRONT RETARDER. THE MAIN SHAFT IS GROOVED WHERE LIP SEAL RIDES, TO DEEP TO REUSE. ALL OTHER WERE CLEANED INSPECTED FOR REUSE. ASSEMBLED WITH NEW SHAFT AND BEARINGS AND SEALS. RETARDER VALVE DIAPHRAM AND SEALS, REPAIR PROCESS COMMENTS: DISASSEMBLED, CLEANED, AND INSPECTED FRONT RETARDER. THE SHAFT IS GROOVED WHERE THE LIP SEAL RIDES AND WILL NOT MAKE REUSE. ALL OTHER PARTS ARE CLEAN AND READY FOR ASSEMBLY. PARTS ORDERED.

08/31/2022 Service 1 RECONDITION/OVERHAUL RETARDER

08/31/2022	Service	1	RETARDER	GROOVED MAIN SHAFT.
08/31/2022	Service	1	RECONDITION/OVERHAUL GOVERNOR & FUEL INJ PUMP	RECEIVED 3306 FUEL INJECTION PUMP GROUP NUMBER 7C3935 FOR RECONDITION. DISASSEMBLED AND INSPECTED ALL PARTS. MAIN HOUSING HAS BROKEN MOUNTING EARS AND IS NOT REPAIRABLE. PLUNGERS AND BARRELS HAVE SCROLL AND PORT EROSION, CONTROL RACK HAS WEAR STEPS ON TEETH, THROTTLE SHAFT HAS SEAL WEAR, TRANSFER PUMP AND PISTON HAVE SCORING AND FLYWEIGHT FEET ARE WORN. PLUNGER AND BARRELS WILL BE REPLACED WITH RE-MAN UNITS AND ALL OTHER GASKETS, BEARINGS AND SPRINGS AS NECESSARY. PUMP WILL BE BENCH TESTED AND ALL SETTINGS MADE TO OT6733 SPECS.