

1993 CAT D10N Dozer - AL9227

Date	Hours	A/I	Job	COMP	Pt Cust	Lbr Cust	Misc Cust	Seg Total	Notes
9/8/2014 0:00	37748	C	540	9080	05G1080	05G1080	05G1080	658	
								658	
1/19/2011 0:00	37380	C	70	4150				396	
		C	10	4170	05G1150	05G1150	05G1150	989.48	COMPLAINT: REMOVED TRACK FOR PIN AND BUSHING TURN
									RAIL
									CORRECTION: BLOCKED UP SET ON STANDS ,REMOVED
									TRACKS AND INSTALLED NEW RAILS. ADJUSTED TRACKS
									TO CAT SPEC ,TOOK DOWN OFF STANDS ,CLEANED AREA
		C	10	4172	05G1150	05G1150	05G1150	29,469.04	COMPLAINT: REMOVED TRACK SHOES FOR PIN/ BUSHING
									TURN
									CORRECTION: REMOVED THE BOLTS AND NUTS SET IN
									BASKET , TRACK SHOES WERE SET ON PALLETS INSTALLED
									TRACK SHOES ON NEW RAILS WITH OLD BOLTS AND NUTS
									TIGHTEN TO CAT SPEC.
		C	10	4155				3,962.20	COMPLAINT: REPLACED SEGMENTS
									CORRECTION: INSTALLED NEW RAILS ,REPLACED THE
									SEGMENTS AT THIS TIME OLD ONES WERE SENT WITH
									CUSTOMER , REMOVED OLD SEGMENTS CLEANED SURFACE
									AND INSTALLED NEW SEGMENTS WITH NEW BOLTS AND NUTS
									TIGHTEN TO CAT SPEC.
		C	10	4159				591.5	COMPLAINT: IDLERS REMOVED FOR REPAIRS
									CAUSE: IDLERS WORN DOWN FROM HOURS
									CORRECTION: AFTER THE IDLERS WERE REPAIRED I
									INSTALLED THEM ON THE MACHINE, TORQUED TO SPEC
		C	10	4177				374.59	COMPLAINT: OUTER TRACK GUIDE GUARD WAS MISSING &
									HOLDER WAS WORN AWAY. 3RD FROM FRONT. BUILD UP
									BASE SO GUARD WOULD SIT TIGHT INSTEAD OF RELYING
									ON THE BOLTS.
									CAUSE: NONE.
									RESULTANT DAMAGE: REPAIR AS NEEDED.
									CORRECTION: 06.BUILD UP SHOE BASE WITH WIRE FEED,
									FLATTEN WITH BUFF WHEEL & CHECK WITH SQUARE &
									STRAIGHTEDGE TO FIT GUARD.
		C	10	4180				2,620.80	COMPLAINT: REMOVED TRACK ROLLERS REPLACED SHELLS
									AND INSTALLED
									CORRECTION: TRACKS WERE OFF REMOVED ROLLER BOLTS
									AND REMOVED ROLLERS SET ON PALLETS ,AFTER REPAIRS

								WERE MADE ,TAPPED OUT BOLT HOLES AND CLEANED
								SURFACE, SAND BLASTED CAPS , REPLACED SOME CAPS
								AND BOLTS INSTALLED ROLLERS TIGHTEN CAPS BOLTS
								TO CAT SPEC.
	C	558	4180				14,379.94	COMPLAINT: REPLACED ROLLER SHELLS WITH NEW
								CAUSE: HIGH HOURS ON WEAR SURFACE
								CORRECTION: ROLLERS WERE DISASSEMBLED CLEANED ALL
								PARTS ,INSPECTED PARTS AND REUSED MOST OF PARTS
								OVER ,ASSEMBLED WITH NEW ROLLER SHELLS ,TESTED AND
								FILLED TO CAT SPEC. INSTALLED PLUGS AND STOPPERS ,
								SPUN ROLLERS AND LET SET ,NO LEAKS AT THIS TIME
	C	14	4159				1,019.08	COMPLAINT: REAR IDLERS WERE WORN AND NEEDED
								REBUILT
								CORRECTION: ASSEMBLED IDLERS WITH NEW SEALS,
								PRESSURE TESTED FOR LEAKS, FILLED WITH OIL,
	C	10	7153				819	
	C	11	9997				139.58	COMPLAINT: LEFT ROLLER FRAME HAD FOUR BROKEN
								ROLLER BOLTS.
								CORRECTION: 11. WELD, BUILD UP BOLT DOWN ENOUGH TO
								WELD ON WASHER & NUT. REMOVE BROKEN BOLT. REPEAT
								PROCEDURE ON OTHERS.
	C	14	1302				1,105.92	COMPLAINT: ENGINE OIL PAN LEAKING
								CAUSE: LEAKING ENGINE OIL AT GASKET AND IN CORNERS
								OF THE FRONT AND REAR SECTION.
								CORRECTION: REMOVE OIL PAN FRONT AND REAR SECTIONS
								SCRAPE GASKETS OFF ENGINE BLOCK AND PAN CLEAN
								PARTS. PERFORM OTHER REPAIRS AND REASSEMBLE.
	C	14	1151				3,592.52	COMPLAINT: REPLACE GASKETS AND RESEAL FRONT COVER
								CAUSE: ENGINE OIL COMING FROM THE TOP OF THE FRONT
								COVER BETWEEN BLOCK AND HOUSING. SMALL FRET MARKS
								ON THE FRONT OF THE BLOCK WHERE GASKET HAD LEAKED.
								POLISHED SURFACE AND DETERMINED IT WAS
								SERVICEABLE. GASKET WAS PUSHED INWARD ON BOTH
								SIDES
								CORRECTION: REMOVE FAN GUARDS AND FAN DISCONNECT
								HYD LINES AND WIRING, REMOVE HARD NOSE. REMOVE FAN
								HUB AND TENSIONER. REMOVE FRONT COVER CLEAN BLOCK
								AND FRONT COVER POLISH MATING SURFACES AND INSTALL
								NEW GASKET AND SEALS, REASSEMBLE FRONT COVER.
								REASSEMBLE FAN HUB AND HARD NOSE,

	C	510	1160				386.75	COMPLAINT: REPLACE FRONT CRANK SHAFT SEAL.
								CAUSE: SEAL REPLACED BECAUSE FRONT COVER WAS
								REMOVED
								CORRECTION: REMOVE SEAL CLEAN HOUSING AND CRANK
								SHAFT. INSTALL FRONT CRANKSHAFT SEAL, DAMPER AND
								BELTS.
	C	510	1230				1,967.28	COMPLAINT: INSPECT AND REPLACE ROD AND MAIN
								BEARINGS.
								CAUSE: ROD AND MAIN BEARINGS SHOW WEAR FROM HIGH
								OPERATION HOURS.
								CORRECTION: INSPECT BEARINGS MAIN BEARINGS SHOW
								WEAR AND UPPER BEARING MATERIAL BEGINNING TO COME
								OFF BEARING BACKS LOOKED LIKE CONDENSATION OR
								MOISTURE IN THE ENGINE OIL AT SOME POINT. ROD
								BEARINGS SHOW NORMAL WEAR FOR HIGH HOURS OF
								OPERATION. CRANKSHAFT HAS NORMAL WEAR FOR HIGH
								HOURS,
	C	510	1304				1,113.39	COMPLAINT: INSPECT ENGINE OIL PUMP
								CAUSE: FOUND BORE FOR THE OIL PRESSURE REGULATING
								VALVE SPOOL WORN EXCESSIVELY IN THE UPPER BORE
								WHERE THE SEAL RING RIDES, SPOOL WORN AND SEAL
								RING WORN.
								CORRECTION: REMOVE OIL LINES AND PUMP FROM ENGINE,
								DISASSEMBLE, CLEAN AND INSPECT OIL PUMP EXCESSIVE
								ON OIL PRESSURE REGULATOR. REASSEMBLE CORE AND
								ORDER AN OR8804 OIL PUMP. INSTALLED PUMP
	C	14	9511				693.56	COMPLAINT: REPLACE GASKETS AND RESEAL TRANSMISSION
								SUCTION SCREEN.
								CAUSE: LEAKING TRANSMISSION OIL
								CORRECTION: DISASSEMBLE AND CLEAN TRANSMISSION
								SUCTION SCREEN FOUND THE O-RINGS OLD AND FLAT
								REPLACE SEAL RINGS AND CLEAN SCREEN CHECKED OK
								NORMAL DEBRIS IN SCREEN.
	C	10	5102				186.92	COMPLAINT: REMOVE AND INSTALL RIGHT BLADE LIFT
								CYLINDER.
								CAUSE: BLADE LIFT CYLINDER PACKING LEAKING.
								CORRECTION: REMOVE AND INSTALL CYLINDER AFTER IT
								WAS RESEALED.
	C	14	5102				790.84	COMPLAINT: RESEAL LIFT CYLINDER.
								CAUSE: CYLINDER LEAK.
								CORRECTION: STEAM CLEAN. RESEAL LIFT CYLINDER.
								TORQUE BOLT TO 2000 LB. FT..

	C	14	3066				772.46	COMPLAINT: REPLACE GASKET RESEAL TRANSMISSION PUMP
								CAUSE: LEAKING FROM THE SEALS AT THE DRIVE SHAFT
								AND AT THE SUCTION SCREEN HOUSING.
								CORRECTION: REMOVED THE DRIVE SHAFT COVER. FOUND
								SEAL LEAKING REMOVE DRIVE SHAFT AND PULLEY FOR A/C
								PUMP. REMOVE DRIVE ADAPTER AND SEAL HOUSING
								REPLACE SEAL AND DRIVE ADAPTER. REASSEMBLE LOCATE
								PARTS REMOVED FROM THE DRIVE SHAFT GUARD AND
								BRACKETS, REINSTALL AND REPLACE COMPRESSOR DRIVE
								BELTS AS THEY WERE OIL SATURATED.
	C	14	5057				1,127.04	COMPLAINT: REPLACE GASKETS AND RESEAL HYDRAULIC
								HOSES AND LINES
								CAUSE: LEAKING HYDRAULIC VALVE AND MANIFOLD SEALS
								CORRECTION: REPLACE SEALS ON THE CONTROL VALVE AND
								ALSO THE SEAL RINGS ON THE RETURN MANIFOLD WERE
								SEEPING HYDRAULIC OIL. RAN AND INSPECTED FOR
								LEAKS FOUND UPPER SEALS ON CONTROL VALVE WERE
								LEAKING AND RUNNING DOWN MAKING THE HOSES WET.
								RETURN MANIFOLD WAS ALSO LEAKING. RAN AND
								RECHECKED FOR LEAKS, OK AT THIS TIME
	C	14	3180				244.21	COMPLAINT: REPLACE GASKET AND RESEAL CONVERTER
								RELIEF VALVE
								CAUSE: CONVERTER RELIEF VALVE SEALS WERE HARD AND
								BEGINNING SEEP TRANSMISSION OIL. MANIFOLD FOR
								POWER TRAIN OIL LEAKING FROM MOUNTING SEALS.
								CORRECTION: REMOVE CLEAN AND INSTALL CONVERTER
								RELIEF VALVE WITH NEW SEALS. REMOVE MANIFOLD AND
								LINES REPLACE MOUNTING SEALS AND HOSES.
	C	14	1375				515.62	COMPLAINT: REPLACE SEALS AND HOSES
								CAUSE: SEALS LEAKING ON THE TRANSMISSION COOLER
								LINES AT THE RELIEF VALVE.
								CORRECTION: CLEAN BEFORE REPAIRS. REPLACE OLD HARD
								BRITTLE HOSES WITH NEW SEALS. REMOVE CONVERTER
								RELIEF VALVE AND RESEAL, REPLACE O-RINGS ON LINES.
	C	62	6050				1,019.20	COMPLAINT: DOZER ARMS NEED WELDED.
								CAUSE: CRACKS AT TOP AND BOTTOM OF ARM ON LEFT
								SIDE AND CRACKS AT TOP OF RIGHT SIDE. ALSO FOUND
								BOTH SIDES CRACKED AT THE HINGE POINT OF THE PUSH
								FACE ON THE BACK OF THE BLADE. ALSO FOUND BOLT
								MISSING FROM RIGHT SIDE DOZER PIN.
								RESULTANT DAMAGE: ABOUT 16 INCHES OF CRACK ON THE
								RIGHT AND LEFT HINGE POINT OF THE REAR OF THE

									BLADE. CRACKS IN UPPER CORNERS OF THE RADIUS OF
									THE RIGHT C FRAME PUSH ARM. LEFT C-FRAME PUSH ARM
									HAS CRACKS AT TOP AND ACROSS THE BOTTOM OF THE
									LEFT ARM. BOLT MISSING DUE TO STRIPPED OUT THREADS
									CORRECTION: GOUGE OUT CRACKS TO THE BOTTOM AND
									WELD UP RIGHT AND LEFT SIDE RADIUS THE REPAIR WITH
									FLAP WHEEL AND SMOOTH TO ELIMINATE STRESS POINTS.
									GOUGE OUT CRACK ON BOTTOM OF LEFT ARM AND OVERHEAD
									WELD THE CRACK USING 3/32"7018 AND 1/8" COVER
									PASSES. GOUGED OUT THE CRACKS ABOVE THE HINGE
									POINT ON THE BACK OF THE PUSH DOZER FACE AND
									WELDED BOTH SIDES. CLEAN OUT BOLT HOLE ON RIGHT
									SIDE DOZER PIN AND FOUND THE THREADS WERE STRIPPED
									OUT IN THE HOLE, DRILL AND TAP, INSTALL HELI-COIL
									AND NEW BOLT AND WASHER.
	C	14	5051					346.11	COMPLAINT: REPLACE SEALS ON HYDRAULIC CONTROL
									VALVE
									CAUSE: LEAKING FROM THE UPPER SPOOL SEALS RUNNING
									DOWN THE VALVE
									CORRECTION: CLEAN AREA OF REPAIR BEFORE
									DISASSEMBLY. DISASSEMBLE AND REPLACE SEALS.
	C	99	9998					819.71	
	C	510	1906					45.58	COMPLAINT: REPLACE WATER TEMPERATURE GUAGE
									CAUSE: WATER TEMPERATURE GAUGE STUCK AT 170
									CORRECTION: SAL REPLACED GAUGE, TEST OPERATION OF
									GAUGE AFTER REPAIR, CHECKS OK.
	C	510	1395					453.27	COMPLAINT: REPLACE COOLANT
									CAUSE: COOLANT IS RUSTY DARK COLOR
									CORRECTION: DRAINED COOLANT TO MAKE OTHER REPAIRS.
									REFILL WITH NEW ELC.
	C	45	7320					159.41	COMPLAINT: CHARGE A/C
									CAUSE: A/C WAS RECOVERED FOR REPAIRS. SYSTEM
									CAPACITY 5.1 LB RECOVERED ONLY 2.1 LB
									CORRECTION: RECOVER R134A PERFORMED OTHER REPAIRS,
									CHARGE A/C BACK TO 5.1 LB, CLUTCH IS CYCLING AND
									SUCTION LINE IS COLD A/C BLOWING COLDER THAN
									AMBIENT AIR.
	C	18	4169					728	COMPLAINT: RAILS SENT UP FROM RAPID CITY FOR TURN.
									CAUSE: WHEN STOPPERS WERE PULLED TO DRAIN OIL,
									THERE WERE A LOT OF JOINTS THAT NO OIL CAME OUT.

								RESULTANT DAMAGE: TOOK APART 16 JOINTS, AND 12
								JOINTS WERE DRY.
								CORRECTION: ROLLED RAILS BACK UP, AND BOXED PARTS
								UP IN PALLET BOX AND SENT BACK TO RAPID CITY.
	C	66	4159				3,120.00	COMPLAINT: BUILD UP THE WORN RUNNING SURFACE ON
								TWO D19N IDLER SHELLS .
								CAUSE: NO FAILURE RECONDITION SHELL.
								CORRECTION: CLEAN ALL THE RUST AND DIRT OFF THE
								SURFACE AND REMOVE THE FATIGUE METAL OFF THE SIDE
								EDGES OF THE SHELLS. PRE-HEAT THE SHELLS TO 500
								DEGREES .BUILD UP THE RUNNING SURFACE AND THE
								CENTER FLANGE ON BOTH SHELLS TO SPECS. AFTER
								BUILDING UP THE SHELLS I GROUND THE EXTRA WELD OFF
								THE SIDE EDGES AS NEEDED .
	C	10	7551				351.54	COMPLAINT: MEASURE AND INSPECT BEARINGS FROM TWO
								D10N IDLER SHELLS.
								CORRECTION: INSPECTED AND MEASURED THE BEARINGS IN
								BOTH SHELL FOUND THE BEARINGS IN ONE SHELL TO
								BE OVER SIZED AND NOT MEETING THE REUSABILITY
								GUIDELINES AND HAD TO BE REPLACED . INSTALLED
								NEW 9W4194 BEARINGS IN ONE SHELL AND HONED THE
								BEARINGS TO SPECS. IN BOTH SHELLS .
							74,300.54	
12/13/2010 0:00	0	C	11	5354			639.5	COMPLAINT: REMOVE THE RIPPER
								CAUSE: STUCK PINS
								CORRECTION: REMOVED 3 PINS AND HAD TO CUT ONE PIN
								TO REMOVE THE RIPPER.
							639.5	
11/12/2009 0:00	36412	C	100	6311			1,964.50	COMPLAINT: POWER PIN RIPPER BORES WORN OUT.
								CORRECTION: 01. GRIND ROLLED EDGES FROM BORES.
								CENTER ON BORES & CHECK WITH SQUARES & DIGITAL
								LEVELS. AS HOLES WERE EXTREMELY WORN. BUILD UP
								THREE BORES ,HAND WELDING LOW SPOTS ENOUGH TO GET
								BORE WELDER TO WELD PROPERLY. INSTALL SIX PASSES
								IN FAR BOSS & FOUR PASSES IN NEXT TWO BOSSES. LINE
								BORE FOR .020' SLIP FIT ON PIN. PAINT AREA &
								INSTALL SHANK. CUSTOMER WANTED TO TIGHTEN UP FRONT
								TO BACK PLAY IN RIPPER BOX. DID NOT HAVE MATERIAL
								WITH ME & AMOUNT OF ROOM WAS EXTREME , WANTED
								CUSTOMER TO LOOK AT THIS BEFORE PROCEEDING.
	C	23	6314				1,042.00	COMPLAINT: RIPPER POCKET WORN AT BOTTOM & SOME ON
								TOP.

								1,206.78
5/1/2008 0:00	1	C	15	6050				356
								ASSISTED CUSTOMER WITH DISASSEMBLING DOZER FRAME
								AND LOADING IT ONTO THE TRAILER.
								356
10/23/2007 0:00	33774	C	10	4170				300.08
								COMPLAINT: TRACKS NEEDED TO BE REMOVED AND
								REPLACED WITH NEW ONES.
								CAUSE: TRACKS EXTREMELY WORN.
								CORRECTION: REMOVED TRACKS ONE AT A TIME AND
								ROLLER MACHINE ONTO NEW ONES. CLEANED MASTER
								LINKS UP BY REMOVING PAINT BEFORE FASTENING.
		C	16	4170				1,010.38
								CUSTOMER BROUGHT THEIR OWN PARTS.
								COMPLAINT: NEW RAILS AND NEW TRACK SHOES WITH NEW
								BOLTS AND NUTS
								CAUSE: ASSEMBLE NEW RAILS PART # 2389851 S/N
								PG 258 J 01 PG 257 G 07
								CORRECTION: UNLOADED PARTS FROM CUSTOMER TRAILER
								PULLED RAILS IN SHOP ,REMOVED PAINT FROM TOP ,SET
								NEW TRACK SHOES ON RAILS ,INSTALLED BOLTS AND NUTS
								TIGHTEN TO CAT SPEC. TRACKS WERE LOADED AND SENT
								TO JOB SITE
		C	52	4170				100
		C	510	4155				3,685.90
								COMPLAINT: REPLACE SEGMENTS
								CAUSE: WORN PARTS
								CORRECTION: ORDERED NEW SEGMENTS AND HARDWARE.
								CUSTOMER WILL INSTALL ON D10N
								5,096.36
10/19/2007 0:00	1	C	62	6810				1,844.93
								COMPLAINT: D10 N RIPPER SHANK BROKE ABOUT 24 " UP
								SHANK. IT BROKE AT PREVIOUS WELD REPAIR.
								CORRECTION: BREAK WAS BY A PIN HOLE. CALLED
								CUSTOMER DOUG ABOUT CUTTING SHANK OFF ABOVE PIN
								HOLE TO GET IN FRESH IRON. ANGLE CUT SHANK AT 15
								DEGREES AND BEVELED AT 40 DEGREES. TACKED TOGETHER
								WITH 5/32" GAP AND RAN ROOT PASS WITH 1/8 " 7018.
								FLIPPED OVER AND AIR ARCED BACK INTO WELD TO GET
								100% PENETRATION. RUN BACK ROOT PASS WITH 1/8 " .
								WELDED AND PEEN EACH PASS. WORK UP TO BIGGER
								RODS, TILL ABLE TO RUN 1/4 ". BACK GOUGE ENDS AND
								WELDED WITH 1/8". BLEND GROUND ENDS AND CORNERS
								INTO SIDE WELDS. AIR ARCED TOP TWO PIN HOLES FOR
								LARGER PIN, PER CUSTOMER REQUEST AND GROUND

								SMOOTH.
								1,844.93
9/22/2006 0:00	32419	C	74	7000				200
		C	508	7000				252
		C	10	4170				665.32
		C	10	4151				1,000.97
		C	10	4180				1,229.34
		C	558	4180				12,952.87
		C	10	4159				716.96
		C	17	4159				1,247.35
		C	510	4155				3,427.50
		C	40	7217				468
		C	35	1350				204.43
		C	998	4159				10,335.91
								REPLACED DAMAGED/WORN PARTS
		C	28	7206				1,439.38
								NEW PINS, BEARINGS, AND SEALS BOTH SIDES.
		C	510	4193				420.12
		C	62	4151				648
		C	510	1355				403.86
		C	23	7453				169.8
		C	45	7320				405.84
		C	66	4159				2,766.00
		C	10	7551				215.06
								39,168.71
9/29/2005 0:00	31356	C	510	3067				143.64
								TOOK OIL SAMPLE FROM TRANSMISSION, CHANGE
								TRANSMISSION FILTERS, CUT THE OIL FILTERS OPEN AND
								INSPECTED. FOUND A FEW DISC PARTIALS IN FILTERS,

									THE FILTERS LOOKED CLEANER THAN WHEN THEY WERE
									REPLACED EARLIER THIS YEAR.
								143.64	
7/14/2005 0:00	30810	C	56	7000				576	
		C	23	4159				145.32	COMPLAINT: IDLER CAP FOR THE RIGHT IDLER ROLLER
									MISSING AND THE TOP BOLT WAS BROKEN OFF.
									CORRECTION: REMOVED THE BROKEN BOLT AND INSTALLED
									THE CAP WITH NEW BOLTS.
		C	23	7320				905.24	COMPLAINT: AIR CONDITIONING NOT WORKING.
									CORRECTION: TRACED THE PROBLEMS TO A FAILED
									EXPANSION VALVE, POOR ELECTRICAL CONNECTIONS AT
									THE COMPRESSOR CLUTCH. ORDERED NEEDED PARTS AND
									WENT BACK OUT TO JOB-SITE. REMOVED THE COMPRESSOR,
									DRAINED THE OIL AND FILLED WITH NEW OIL. REPAIRED
									THE ELECTRICAL CONNECTIONS AT THE CLUTCH
									COMPRESSOR AND TIED UP WIRING TO PREVENT IT FROM
									RUBBING. REPLACED THE FAILED EXPANSION VALVE,
									FLUSHED ALL LINES, PUT SYSTEM INTO A VACUUM AND NO
									LEAKS WERE PRESENT. CHARGED THE SYSTEM WITH
									REFRIGERANT, RAN THE MACHINE AND VERIFIED THE AIR
									CONDITIONER WAS WORKING PROPERLY.
								1,626.56	
6/8/2005 0:00	30775	C	23	5063				502.44	COMPLAINT: HYDRAULIC CONTROL LINKAGES BINDING.
									CORRECTION: REMOVED SHIELDS TO GAIN ACCESS TO THE
									CONTROL. REPLACED THE RUSTED BEARINGS AND SWIVEL
									ENDS FOR THE CONTROL, THAT WERE CAUSING IT TO
									BIND. LUBRICATED BEARINGS AND SWIVEL ENDS,
									ASSEMBLED THE CONTROL, INSTALLED THE CONTROL,
									OPERATED THE CONTROL AND IT WAS NO LONGER BINDING.
									INSTALLED SHIELDS THAT WERE REMOVED TO GAIN ACCESS
									TO THE CONTROL.
		C	56	7000				160	
		C	14	3068				650.58	COMPLAINT: THE LEFT SIDE TRANSMISSION FILTER BASE
									LEAKING OIL.
									CORRECTION: LOOSENED AND MOVED FUEL TANK TO GAIN
									ACCESS TO THE FILTER BASE ASSEMBLY. REMOVED THE
									FILTER BASE ASSEMBLY, DISASSEMBLED, CLEANED
									SEALING SURFACES, REPLACED SEALS, ASSEMBLED BASE
									AND INSTALLED WITH NEW MOUNTING SEALS. PUT FUEL
									TANK AND CAB FLOOR PLATFORM BACK INTO POSITION
									TOOK OIL SAMPLE OF TRANSMISSION OIL, CUT OPEN AND

								INSPECTED FILTERS AND INSPECTED SCREENS. SOME
								MATERIAL WAS FOUND BUT NOT AS MUCH AS WHAT THE
								CUSTOMER HAD FOUND PRESENT EARLIER THIS SEASON.
	C	92	4120				76.48	ORDERED NEEDED PARTS TO RESEAL THE STEERING AND
								BRAKE CONTROL VALVE THAT WAS LEAKING. CUSTOMER WAS
								GOING TO MAKE NEEDED REPAIR.
							1,389.50	
11/12/2004 0:00	30238	C	56	7000			84	
	C	62	1061				177.5	COMPLAINT: EXHAUST TUBE FROM THE ELBOW TO THE
								MUFFLER WAS CRACKED AND LEAKING.
								REPAIR: REMOVED TUBE, WELDED AND CUSTOMER WAS
								GOING TO INSTALL.
							261.5	
9/3/2004 0:00	29830	C	23	1273			596.5	COMPLAINT: FUEL TANK WAS CRACKED AND LEAKING ON
								FRONT SIDE, TOWARDS THE CAB.
								REPAIR: REMOVED FUEL TANK FROM MACHINE, CUT OUT
								CRACKS, HOOKED UP TOOLING AND PUT A VACUUM IN THE
								TANK TO PREVENT FUEL FROM LEAKING OUT. WELDED IN
								THE CRACK IN THE TANK, INSTALLED TANK AND HOOKED
								UP LINES.
	C	63	6050				263.34	COMPLAINT: BORES IN LOWER DOZER LINKAGE WORN
								EXCESSIVELY.
								REPAIR: TOOK YOKES TO MACHINE SHOP AND HAD
								REPAIRED, CUSTOMER WAS GOING TO INSTALL YOKES.
	C	56	7000				156	
							1,015.84	
8/25/2004 0:00	0	C	556	7000			405	COMPLAINT: REMOVED ROPS AND DOZER BLADE TO HAUL
								MACHINE.
							405	
6/7/2004 0:00	29628	C	23	7320			227.6	COMPLAINT: REPAIR A/C
								REPAIR: SYS WAS DRY VAC AND CHARGED CHECK FOR
								LEAKS AND OPERATION ONE FAN MOTOR HAD COME LOOSE
								IT WAS REMOVED AND REPAIRED
							227.6	
4/9/2004 0:00	29285	C	35	1408			172.51	OVER SIX MONTHS, NOT WARRANTY.
								REPAIR: REMOVED THE BAD SENSOR AND REPLACED IT
								WITH A NEW ONE. TEST RAN THE MACHINE TO VERIFY
								PROBLEM WAS CORRECTED AND CHECKED FOR LEAKS.

									172.51
2/10/2004 0:00	28917	C	23	1353		06G3150		815.44	BUTLER TO ABSORB LABOR
									COMPLAINT: RADIATOR WAS LEAKING COOLANT
									REPAIR: REMOVED RADIATOR FROM MACHINE AND RETURNED
									TO BMC SHOP FOR PARTS AND TO MAKE REPAIR RETURNED
									TO JOB AND INSTALLED BACK IN MACHINE INSTALLED NEW
									COOLANT REASSEMBLED THE REST OF COVERS STARTED
									UNIT CHECK FOR LEAKS
									815.44
1/29/2004 0:00	28866	C	23	1250				114.28	COMPLAINT: MACHINE STARTS AND RUNS MAYBE A MINUTE
									AND THEN DIES.
									REPAIR: TRIED PUMPING THE HAND PRIMER AND IT HAS A
									VACUUM. PUT AIR PRESSURE ON THE TANK AND PUMPED IT
									FINALLY WENT THROUGH AND STARTED WORKING.
									INSTALLED A GALLON OF 911 POWER SERVICE. CHECKED
									FUEL PRESSURE AND IT WAS 30PSI AT HIGH IDLE AND
									27PSI AT STALL. I THINK THE TEMP OF -12 AND ADDING
									THE FUEL ON TOP WAS THE WHOLE PROBLEM.
									114.28
10/9/2003 0:00	28437	C	997	9169				3,276.90	INSTALLED ON 5/29/03 HOURS 28106 REMOVED ON 9/5 03
									HOURS 28437 TOTAL HOURS 331 AT \$9.90 PER FOR BOTH
									TRACKS ID # X12780
									COMPLAINT: RENTAL TRACKS
									REPAIR: BOTH TRACKS ARE AT THE JOB SITE IN SOUTH
									DAKOTA. TRACKS INSTALLED ON 5/29/03 HOUR METER WAS
									28106 . TRACKS WERE REMOVED ON 9/5/03 HOUR METER
									WAS 28437 TOTAL HOURS OF TRACK RENT IS 331 AT
									\$9.90 PER HOUR .
									3,276.90
8/13/2003 0:00	28444	C	10	6050				795.82	COMPLAINT: REMOVE INSTALL DOZER
									REPAIR: REMOVED DOZER AND ROPS IN ORDER TO
									TRANSPORT MACHINE TO RAPID CITY TO BE
									RECONDITIONED. PICKED UP ROPS AND SENT BACK TO
									RAPID CITY TO BE PAINTED. SUPPORT DOZER AND PUSH
									ARMS AND DRIVE MACHINE INTO POSITION TO MAKE SURE
									THE NEW DOZER WOULD LINE UP AND ATTACH TO THE
									MACHINE. ONCE WE FOUND OUT THE DOZER WOULD FIT THE
									MACHINE , WE ORDERED THE BOLTS, NUT'S , AND SHIMS
									FOR THE DOZER PUSH ARM CAPS THAT WERE MISSING AND
									PUT THEM ON THE PUSH ARM.
	C	70	7000					1,249.50	COMPLAINT: WASH MACHINE PRIOR TO PAINTING.
									REPAIR: REMOVED THE ENGINE DOOR PANELS AND STEAM

								WASHED THE OUTSIDE OF THE MACHINE. WASHED ENTIRE
								MACHINE INCLUDING INSIDE OF CAB AND TRACKS.
								DEGREASE MACHINE AND STRIP ALL RUBBER PARTS SO
								MASKING TAPE WOULD STICK TO IT.
	C	40	1000				64	REPAIR: INSPECTED ENGINE AND PREFORMED BLOW BY
								TEST, BLOW BY EXCEEDED MAX.
	C	10	4170				864	COMPLAINT: REMOVE & INSTALL TRACKS.
								REPAIR: PUT MACHINE ON STANDS, REMOVED AND
								INSTALLED TRACKS SO UNDERCARRIAGE COULD BE
								REPAIRED. TORQUED THE BOLTS TO SPEC AND TURNED
								THEM 120 DEGREES. LIFTED THE MACHINE AND REMOVED
								THE STANDS AND LOWERED THE MACHINE TO THE GROUND.
								ADJUSTED THE TRACKS AND CUT OFF ALL OF THE STRAPS
								THAT WERE WELDED ONTO THE THE FRAME AND ROLLERS TO
								HOLD THE ROLLERS UP. USED A GRINDER TO SMOOTH THE
								SURFACE.
	C	10	4151				982.08	COMPLAINT: REMOVE RIGHT AND LEFT SIDE ROLLER
								FRAMES FOR REPAIR.
								REPAIR: REMOVED ROLLER FRAMES SO THEY COULD BE
								REPAIRED. INSTALLED THE ROLLER FRAMES ONTO THE
								MACHINE. POSITIONED THE ROLLER FRAMES INTO PLACE
								AND THEN INSTALLED THE FRONT PINS AND TIGHTENED
								THE BOLTS. PUT THREAD LOCK ON AND INSTALLED THE
								BOLTS AND SPACER THAT HOLD THE FRAME TO THE PIVOT
								SHAFT AND TORQUED THEM TO SPEC. INSTALLED THE
								BOLTS THAT SEAL THE ROLLER FRAME TO THE FRAME OF
								THE MACHINE AND THEN TORQUED THEM TO SPEC. USED
								ANTI SEIZE ON ALL BOLTS EXCEPT THE PIVOT SHAFT
								BOLTS. REPLACED ALL OF THE O-RINGS ON THE PLUGS
								AND CAP FOR OIL FILL AND TIGHTENED THEM. FILLED
								THE FRAMES WITH 30WT.
	C	10	6310				1,261.73	COMPLAINT: REMOVED THE RIPPER AND REPAIR THE
								BEARING BORES.
								REPAIR: DISSEMBLE AND ASSEMBLE THE RIPPER AFTER
								THE REPAIR. REMOVED THE UPPER BRACKETS, TORQUE UP
								THE BRACKET BOLTS DURING ASSEMBLY, ASSEMBLED THE
								REST OF THE RIPPER. REPLACED PIN KEEPERS WHERE
								NEEDED AND ALL NEW PINS. THEN HOOKED UP ALL OF THE
								LINES AND REPLACED SOME OF THEM. USED ALL NEW
								O-RINGS WHEN I HOOKED UP THE LINES.
	C	28	6310				6,113.07	REPAIR: REMOVED AND REPLACED THE SEALS IN RIPPER
								FRAME AND RIPPER CYLINDERS. REPLACE TWO BEARINGS

								IN THE RIPPER LIFT CYLINDERS AT THE BARREL ENDS.
								REMOVE BEARINGS IN RIPPER BORES ON TRACTOR & MAIN
								FRAME OF RIPPER. INSTALL NEW BEARINGS IN BOTH
								LOCATIONS AFTER LINE BORING.
	C	100	6310				9,922.00	COMPLAINT: THE RIPPER FRAME BORES WERE WORE THEY
								NEEDED TO BE BUILT UP AND MACHINED BACK TO SPEC
								REPAIR: REMOVED REMAINING BEARINGS & MEASURED ALL
								BORES ON RIPPER & TRACTOR ASSEMBLIES. PRE-MACHINE
								HOLES & WELD & BORE TO SPEC. DID TRACTOR FRAME,ALL
								HOLES ON MAIN FRAME OF RIPPER & TOOL BAR BORES AT
								LOWER CONNECTION. HAD TO REPAIR SEVERAL CRACKS AT
								BOSS PLATES BEFORE LINE BORING. ALSO HAD TO ADD
								PLATING TO BOSSES AS WERE WORN OFF.
	C	10	1000				2,009.19	COMPLAINT: REMOVE AND INSTALL ENGINE AND TORQUE
								CONVERTER.
								REPAIR: REMOVED THE HOOD AND HARD NOSE ASSEMBLY,
								ENGINE, TORQUE CONVERTER AND PUMP FROM THE REAR OF
								THE ENGINE. AFTER THE ENGINE WAS OVERHAULED,
								INSTALLED THE ENGINE. TIGHTENED THE MOUNTING BOLTS
								TO SPEC AND ALSO HOOKED UP THE DRIVE SHAFT AND
								TORQUED THE BOLTS TO SPEC. HOOKED UP ALL OF THE
								LINES ON THE TORQUE CONVERTER. USED ALL NEW
								O-RINGS ON THE CONVERTER LINES. INSTALLED ALL OF
								THE PANELS THAT WERE REMOVED TO GET THE ENGINE
								OUT. INSTALLED THE CONVERTER AND PUMP, THEN
								PAINTED AND ASSEMBLED THE HOSES BETWEEN THEM.
	C	20	1000				40,911.36	COMPLAINT: HIGH BLOW BY / OVER HAUL
								CAUSE: SCORED #2
								REPAIR: THE ENGINE WAS DISASSEMBLED AND INSPECTED.
								THE AFTER COOLER, CAMSHAFT, EIGHT LIFTERS, ALL THE
								EXHAUST SHIELDING AND THE FRONT GEAR CLUSTER WERE
								ALL REPLACED DUE TO DAMAGE. THE CYLINDER PACKS,
								CYLINDER HEADS AND NOZZLES WERE REPLACED WITH
								REMANUFACTURED AND ALL THE NECESSARY BEARINGS AND
								SEALS WERE INSTALLED. THE FUEL SYSTEM WAS REBUILT
								WITH NEW PUMPS SHAFTS AND NECESSARY SHAFTS AND
								RACES. THE ENGINE WAS INSTALLED AND RUN ON THE
								DYNO TO CHECK FUEL RATES AND LEAKS, THE FUEL RATES
								WERE OK AND THERE WAS NO LEAKS.
	C	23	7304				2,588.65	COMPLAINT: REBUILD HEATER BOX.
								REPAIR: A/C AND HEATER COMPLAINT. REMOVED HEATER
								BOX FROM THE SIDE OF THE CAB, AND DISASSEMBLED.

								FITTINGS ON THE HOSES IN HEATER BOX WERE FROZE UP
								AND A COUPLE GALLED WHEN TAKING APART. REPLACED
								ALL HEATER AND A/C HOSES IN BOX ALONG WITH A
								HEATER CORE AND EVAPORATOR CORE. STEAMED ALL THE
								DIRT AND MUD OUT OF THE BOX AND DRILLED OUT THE
								DRAIN TUBES . TAPED OUT ALL THE SIDE COVER
								MOUNTING BOLT DUE TO THE RUST. REPLACED BROKEN
								VALVES AND SWITCHES. INSTALL THE HEATER BOX ONTO
								THE MACHINE AFTER REBUILD. HOOKED UP THE LINES
								THAT GO INTO THE BOTTOM OF THE BOX, ALL NEW
								O-RINGS WERE USED.
	C	23	7320				1,618.97	COMPLAINT: REPLACE LINES THAT WERE WORN THROUGH
								AND THE DRYER.
								REPAIR: REPLACED THE LINES THAT SHOWED WEAR,
								INSTALLED THEM WITH NEW O-RINGS AND ROUTED THEM IN
								A PLACE WHERE THEY WOULD NOT RUB ON OTHER LINES.
								REPLACED THE DRYER AND INSTALLED NEW O-RINGS ON
								THE DRYER LINES. REMOVED AND REPLACED HOSE TO THE
								AC CONDENSER AND UNDERNEATH FLOOR BOARD. AFTER
								CHARGING A/C FOUND A LEAK IN THE EVAPORATOR CORE.
								REPLACED EVAPORATOR CORE. PULLED VACUUM AND
								CHARGED. REPLACE THE COMPRESSOR AND BELT, THE HOLE
								FOR THE BOLT THAT HOLDS THE LINES IN PLACE WAS
								STRIPPED. DRILL IT OUT AND PUT A HEILCOIL INTO THE
								HOLE. REINSTALLED THE COMPRESSOR WITH A NEW BELT
								AND TIGHTENED IT DOWN SO THAT THE BELT WAS TIGHT.
	C	23	7310				1,313.71	COMPLAINT: SOME WINDOWS AND WINDOW FRAMES DAMAGED
								BEYOND USE
								REPAIR: REPLACE WINDOWS AND WINDOW FRAMES AS
								NEEDED.
	C	14	5356				1,311.11	COMPLAINT: RIPPER TILT CYLINDER WAS LEAKING BY AND
								SETTLING, NEEDED TO BE REBUILT.
								REPAIR: DISASSEMBLED THE CYLINDER AND FOUND
								DAMAGED THREADS ON THE SHAFT. REPLACE THE SHAFT
								WITH A REMAN. REMOVED THE SEALS AND CLEANED ALL
								OF THE PARTS AND THEN INSTALLED ALL NEW SEALS INTO
								THE HEAD AND END CAP. TORQUED THE NUT THAT HOLDS
								THE HEAD TO THE SHAFT TO SPEC. INSTALLED THE SHAFT
								INTO THE BARREL AND TORQUED THE CAP BOLTS TO SPEC.
	C	10	4155				640	COMPLAINT: REPLACE SPROCKET SEGMENTS.
								REPAIR: HAD TO TORCH ALL OF THE BOLTS OFF THE GET
								THE SEGMENTS OFF. GRIND THE HIGH SPOTS SMOOTH.
								INSTALLED THE NEW SEGMENTS. STAGGERED THEM TWO

								HOLES FROM WHERE THE OLD ONES SET. USE NEW NUTS
								BOLTS AND WASHERS. TORQUED THE BOLTS TO SPEC AND
								THEN TURN THEM 120 DEGREES.
	C	10	1353				480.39	COMPLAINT: REMOVE THE RADIATOR FOR REPAIR.
								REPAIR: REMOVED THE FAN GUARD, FAN, ALL THE
								MOUNTING BOLTS AND LIFTED THE RADIATOR OUT OF THE
								HARD NOSE. INSTALLED THE RADIATOR INTO THE HARD
								NOSE AND TIGHTENED ALL THE MOUNTING TO HOLD IT
								INTO PLACE. INSTALLED THE FAN AND FAN GUARD AND
								TIGHTENED THE BOLTS.
	C	23	1353				1,469.18	REPAIR: DISASSEMBLED THE RADIATOR FOR CLEANING.
								REASSEMBLED THE RADIATOR CORES ONCE THEY CAME BACK
								FROM CLEANING, INSTALLED THE RADIATOR CORES INTO
								THE CORE FRAME, USED NEW RUBBERS ON THE TOP AND
								BOTTOM OF THE TANKS. INSTALLED A NEW RADIATOR CAP
								AND PRESSURE RELIEF VALVE. INSTALLED ALL OF THE
								MOUNTING TO HOLD THE CORES INTO PLACE. PRESSURE
								TESTED THE RADIATOR TO BE SURE THERE WERE NO
								LEAKS.
	C	23	4151				7,371.64	WELD CRACKS IN ROLLER FRAME
								COMPLAINT: THE TRACK ROLLER FRAMES WERE CRACKED IN
								SEVERAL SPOTS AND WE NEEDED TO ADD PLATES TO THE
								ROLLER FRAMES FOR EXTRA STRENGTH. TURNED THE
								ROLLER FRAME UPSIDE DOWN TO ALLOW INSPECTION FOR
								ANY OTHER CRACKING AND NONE WAS FOUND.
								REPAIR: AIR-ARCED OUT THE CRACKS IN THE FRAME AND
								THEN WELDED THEM. ONE OF THE CRACKS RAN THROUGH A
								BOLT HOLE AND MADE IT NECESSARY TO WELD THE HOLE
								SHUT AND THEN DRILL AND TAP THE NEW BOLT HOLE.
								AFTER WELDING, GROUND THE SURFACE SMOOTH. ALSO CUT
								3/4" PLATES FOR BOTH SIDES OF THE FRAME AND THEN
								WELDED THEM ON. THE TOP OF THE FRAME WAS
								REINFORCED WITH A 3" SQUARE STOCK, THIS BAR WAS
								CUT OUT IN PLACES TO ALLOW FOR A BETTER FIT-UP TO
								THE FRAME. AFTER IT WAS WELDED ON, WELDED A NEW
								HOOK ON TOP OF THE FRAME RAIL. ARCED OUT CRACKS IN
								THE FRAME SKIRTING IN THE MAJOR BOGIE ARMS AND THE
								MINOR BOGIE SUPPORTS IN BOTH FRAMES THE CRACKS
								WERE CLEANED UP AND WELDED THE WELDS WERE THEN
								GROUND FLUSH SO THERE WERE NO STRESS RISERS.
	C	14	4158				2,284.68	COMPLAINT: RESEAL RECOIL SPRING.
								REPAIR: DISASSEMBLED THE ROLLER FRAMES TO REPAIR
								THE GUIDES ON THE RECOIL SPRING. REMOVED THE OLD

								SEALS AND CLEANED THE SURFACES. WE THEN INSTALLED
								ALL NEW SEALS AND MADE SURE THEY WERE INSTALLED
								CORRECTLY WE THEN INSTALLED THE TRACK ADJUSTERS
								AND IDLERS AFTER THE TRACK ADJUSTERS WERE
								RESEALED.
	C	28	4153				1,494.62	REPAIR: REPLACED SEALS ON PIVOT SHAFT. BEARINGS IN
								ROLLER FRAME CHECKED OUT OK. REPLACED THE BEARINGS
								ON THE MACHINE FOR THE PIVOT SHAFT.
	C	28	7206				2,846.30	REPAIR: REMOVED BEARINGS FROM CENTER BORE OF
								EQUALIZER BAR AS WERE LOOSE IN BORE. INSTALLED NEW
								BEARINGS IN CENTER BORE OF BAR AFTER LINE BORING.
								REMOVED THE EQUALIZER BAR AND ALL OF THE SEALS,
								SNAP RINGS, AND BEARINGS. BORED THE BAR AND JAKE
								INSTALLED THE SEALS AND INSTALLED THE BAR ONTO THE
								MACHINE AS PER SERVICE MANUAL .
	C	23	4151				1,233.72	REPAIR RECOIL TUBE GUIDES
								COMPLAINT: TRACK ADJUSTER GUIDES WERE WORN
								REPAIR: REMOVE ADJUSTER WELDED GUIDES TO SPECS.
	C	23	7510				59.51	REPAIR: REPLACED THE GREASE LINE ON THE REAR
								TRANSMISSION COVER THAT GOES TO THE LOWER RIPPER
								PINS.
	C	10	6069				795.86	COMPLAINT: BULLDOZER TRUNION CRACKED.
								REPAIR: HAD TO CUT THE CRACKED TRUNION OFF OF THE
								SHAFT AND CLEAN THE SHAFT OF ALL THE RUST. HEATED
								THE NEW TRUNION BALL AND PRESSED IT ONTO THE
								SHAFT. INSTALLED A NEW KEEPER PLATE AND BOLTS.
	C	23	1402				317.06	COMPLAINT: BATTERY CABLES WERE RUBBED THROUGH.
								REPAIR: REMOVED AND REPLACED ALL OF THE BATTERY
								CABLES THAT WERE WORN THROUGH THE PLASTIC COATING.
	C	23	7305				92.1	COMPLAINT: REPLACE WIPER BLADES AS STRAIGHTEN ARMS
								AS NEEDED.
								REPAIR: REPLACE WIPER BLADES AS NEEDED AND
								STRAIGHTEN ARMS.
	C	62	7155					REPAIR: WELDED CRACK ON RADIATOR MOUNT
	C	23	1360				1,040.52	REPAIR: REPAIR AND INSTALL FAN GUARD. TIGHTEN ALL
								BOLTS.
	C	10	1380				579.5	REPAIR: REPLACED THE HEATER HOSES WITH NEW HOSES

								AND CLAMPS. ROUTED THEM WHERE THEY WOULD NOT RUB
								AND TIED THEM INTO PLACE. PUT A PROTECTIVE COVER
								WHERE IT LOOKED LIKE THEY MAY RUB AND TIGHTENED
								THE HOSE CLAMPS.
	C	23	4177				2,221.73	REPAIR GUIDE MOUNTS AND REPLACE GUIDES
								COMPLAINT: THE TRACK GUIDES WERE WORE AND THE
								GUIDE MOUNTING BLOCKS WERE WORE THEY HAD BEEN RUN
								WITHOUT GUIDES ON THEM
								REPAIR: BUILT UP THE GUIDE BLOCKS AS NEEDED THERE
								WERE 5 TOTAL ON BOTH FRAMES. THEY WERE THEN GROUND
								DOWN SO THE GUIDE WOULD BOLT ON PROPERLY THE NEW
								GUIDES WERE THEN INSTALLED ALL NEW GUIDES ON BOTH
								FRAMES WERE INSTALLED. TORQUED TO SPEC.
	C	72	7000				2,841.55	COMPLAINT: PAINT MACHINE.
								REPAIR: PREP MACHINE FOR PAINT AND PAINT MACHINE.
								REMOVE RUST AND LOOSE PAINT FROM PUSH DOZER AND
								PUSH ARMS. PREP DOZER AND ROP'S FOR PAINT . PAINT
								DOZER AND ROP'S BEFORE PAINTING MACHINE.
	C	23	1429				526.77	COMPLAINT: MOST LIGHTS DON'T WORK.
								CAUSE: EACH LIGHT HAD DIFFERENT REASONS OF FAILURE
								REPAIR: REMOVE ALL LIGHTS FROM THE MACHINE AND
								REPAIR ALL LIGHTS AS NEEDED. INSTALL ALL LIGHTS ON
								MACHINE AFTER PAINT JOB AND REPAIR WIRING HARNESS
								AND SURE SEAL CONNECTORS AS NEEDED. ALL LIGHTS
								WORK OK NOW.
	C	23	5057				2,036.76	DRIVE TRAIN
								COMPLAINT: WORN HYD HOSES.
								REPAIR: REMOVED ALL OF THE HYD HOSES THAT WERE
								WORN THROUGH THE FIRST METAL LAYER AND HAD PARTS
								REBUILD THEM. REPLACED THEM USING NEW O-RINGS AND
								THEN TIGHTENED THE CLAMPS.
	C	23	1274				299.64	COMPLAINT: FUEL LINES WORN.
								REPAIR: REMOVED THE FUEL LINES THAT SHOWED WEAR
								AND HAD PARTS REBUILD THEM. I THEN REINSTALLED THE
								NEW LINES USING NEW O-RINGS AND TIGHTENED THE
								ENDS.
	C	20	3101				2,791.32	COMPLAINT: RECONDITION TORQUE CONVERTER.
								CAUSE: DISASSEMBLED, CLEANED AND INSPECTED ALL
								PARTS.
								DAMAGE: PLANET GEARS HAD EXCESSIVE BEARING WEAR
								AND PLANET SHAFTS WERE PITTING. YOKE LIP SEAL AREA

								NEEDED REPAIR.
								REPAIR: REPLACED ALL GASKETS, SEALS, BEARINGS AND
								ABOVE MENTIONED PARTS. REASSEMBLED ALL, TORQUING
								AND ADJUSTING TO CAT SPECS. SUPPLIED MOUNTING
								SEALS.
	C	23	7276				1,156.60	REPAIR MACHINE ENCLOSURES.FUEL FILTER AND HYD TANK
								COMPLAINT: FOUND COVER OVER VALVES & FILTERS ON
								L/H SIDE OF TRACTOR IN FRONT OF FUEL TANK WAS
								BROKEN UP & MISSING MOUNTING BRACKETS.
								REPAIR: FABRICATE PLATES TO REPLACE MISSING PIECES
								OF COVER. FAB NEW MOUNTING TABS & TACK IN PLACE ON
								MACHINE. REMOVE & WELD TABS & PAINT INSIDE OF
								COVER. REPAIR CRACKS IN COVER. STRAIGHTENED GRAB
								RAILS AND INSTALLED NEW LH STEP. ENCLOSURES BROKEN
								OFF MACHINE BETWEEN HYD TANK AND FUEL TANK AND
								OVER FUEL FILTERS. REMOVE BROKEN BRACKETS AND
								ORDER NEW ONE'S. INSTALL REPAIRED ENCLOSURES ON
								MACHINE AND ADJUST TO FIT PROPERLY IN THEIR
								LOCATIONS. STRAIGHTENED THE HANDLE ON THE STEP.
	C	20	5055				3,617.96	COMPLAINT: RECONDITION VANE PUMP.
								CAUSE: DISASSEMBLED AND INSPECTED PUMP ALONG WITH
								RESTRICTOR VALVE, FLANGES AND ELBOWS.
								DAMAGE: ALL THREE SECTIONS OF THE VANE PUMP HAD
								DAMAGE OR EXCESSIVE WEAR.
								REPAIR: REPLACED ENTIRE THREE SECTION VANE PUMP.
								RESEALED VALVE ADDING NEW SPRINGS AND SHIMS.
								CLEANED UP FLANGES AND ELBOWS. SUPPLIED ALL SEALS.
	C	100	7206				1,066.00	REPAIR BORES ON MAINFRAME & CENTER BORE ON EQUALIZ
								ER BAR
								COMPLAINT: FOUND BEARINGS LOOSE IN CENTER BORE OF
								EQUALIZER BAR. MEASURED BORE & FOUND NO PRESS FIT
								ON BEARINGS.
								WELD & BORE CENTER BORE TO CAT PRESS FIT SPEC . &
								INSTALLED NEW BEARINGS.
	C	23	7155				600.52	COMPLAINT: STRAIGHTEN BENT GUARD.
								REPAIR: STRAIGHTENED THE FRONT GUARD THAT COVERS
								THE BOTTOM OF THE RADIATOR. SITS BELOW THE GRILL.
								INSTALLED BEARINGS IN THE FRAME AND IN THE GUARD.
	C	100	4151				943	WELD & BORE EQUALIZER PIN BORE ON LEFT ROLLER FR
								AME
								COMPLAINT: THE ROLLER FRAME BORES FOR THE
								EQUALIZER BAR PINS WERE WORE

								REPAIR: BUILT THE HOLES UP ON BOTH FRAMES. STICK
								WELD HOLES ON ROLLER FRAMES & LINE BORE TO CAT
								SPEC.
	C	62	7051				620.5	WELD CRACKS IN MAIN FRAME OF TRACTOR
								COMPLAINT: THE MAIN FRAME HAD SEVERAL CRACKS IN IT
								AROUND THE CAB MOUNTS INSIDE AND OUT SIDE OF THE
								FRAME UP THE LEFT SIDE WERE THE REAR MAIN CASTING
								WELD JOINT IS THIS CRACK RAN UNDER THE FENDER AND
								ACROSS THE TOP OF THE FRAME RAIL ON THE TOP OF THE
								FRAME NEAR THE HARD NOSE MOUNTS ON THE FRONT LEFT
								OF THE FRAME AND THE BELLY PAN BOLT SADDLES WERE
								CRACKED
								REPAIR: THE CRACKS WERE ALL ARCED OUT 100% THEY
								WERE GROUND OUT CLEAN AND WELDED THE WELDS WERE
								THEN GROUND FLUSH TO PREVENT STRESS RISERS.
	C	23	1273				552.27	REMOVE BROKEN FUEL TANK MOUNT
								COMPLAINT: FUEL TANK MOUNT HAD A BROKEN BOLT ON
								LEFT INNER MOUNT.
								REPAIR: TRIED WELDING OUT BROKEN BOLT WITH TANK IN
								PLACE. TANK WAS REMOVED TO GET BETTER ACCESS &
								STILL COULD NOT WELD BOLT OUT. CUT MOUNT OFF TANK
								& DRILLED BOLT OUT IN DRILL PRESS & CHASED
								THREADS. WELD MOUNT BACK ONTO TANK. REPAIRED
								CRACKS IN OTHER MOUNT ON SAME SIDE OF TANK. PAINT
								AFFECTED AREAS. AFTER THE FUEL TANK WAS REPAIRED,
								INSTALLED IT BACK ON TO THE MACHINE AND HOOKED UP
								ALL THE LINES.
	C	23	7153				2,183.27	REPAIR BOTTOM COVER, REPAIR STRIPPED HOLES IN TRAN
								S FOR REAR GUARD, REPAIR TRANS SCREEN GUARD
								COMPLAINT: THE BELLY PANS WERE CRACKED UP THE
								FRONT PAN ACCESS PLATE TAPPED HOLE WAS STRIPPED
								OUT ALSO
								REPAIR: CLEANED THE BELLY PANS OUT THEN ALL THE
								CRACKS WERE ARCED OUT AND WELDED. THE ACCESS PLATE
								HOLE WAS REPAIRED SO THE PLATE WOULD FIT. A
								THREADED BLOCK WAS WELDED IN FOR THE KEEPER BOLT.
								WELDED TWO BARS ON THE FRONT AND BACK OF THE
								ACCESS PLATE TO GUARD IT BETTER. THE TRANSMISSION
								GUARD ACCESS PLATE HAD ALL BUT ONE BOLT BROKE OFF
								IN THE MOUNTING BARS. BUILT NEW BARS FOR THE
								ACCESS PLATE AND WELDED THEM IN. THE PLATE WAS
								INSTALLED. BORED AND INSTALLED KEENSERTS IN ALL
								FOUR HOLES. REMOVE BROKEN BOLTS IN THE BOTTOM
								GUARD. RUN A TAP INTO ALL OF THE HOLES TO CLEAN

								THE THREADS. REPLACED SOME OF THE BOLTS AND
								WASHERS AND TIGHTENED THE GUARD INTO PLACE.
								INSTALLED THE REST OF THE BELLY PANS AND TIGHTENED
								INTO PLACE.
	C	23	7251				233.83	REPAIR CRACKS IN HOOD
								COMPLAINT: THE HOOD WAS CRACKED UP
								REPAIR: GROUND THE CRACKS OUT AND WELDED THEM AS
								NEEDED THEY WERE GROUND FLUSH
	C	62	4192				1,533.00	COMPLAINT: THE MAJOR BOGIE ARMS AND THE MINOR
								BOGIE SUPPORTS WERE CRACKED ON BOTH FRAMES
								REPAIR: THE CRACKS WERE ARCED OUT 100% THEY WERE
								CLEANED UP AND WELDED THE WELDS WERE THEN GROUND
								FLUSH TO PREVENT STRESS RISERS.
	C	14	4157				3,230.68	COMPLAINT: RESEAL TRACK ADJUSTERS.
								REPAIR: REMOVED TRACK ADJUSTERS ON LH AND RH
								SIDES. DISASSEMBLED THE TRACK ADJUSTERS AND
								REPLACED THE SEALS. THE TRACK ADJUSTERS ON THE
								RIGHT SIDE OF THE MACHINE WERE WORN AND PITTED.
								REPLACED THE SHAFT AND THE PISTON. WE REASSEMBLED
								THEM WITH NEW SEALS AND INSTALLED THEM INTO THE
								ROLLER FRAME. REPLACED THE VALVE AND GREASE INLET
								VALVE ON THE END OF THE PISTON.
	C	23	1400		06G3150		79.9	COMPLAINT: EMS IS NOT WORKING CORRECTLY. COOLANT
								TEMP LIGHT, COOLANT FLOW LIGHT, AND COOLANT
								TEMPERATURE GAUGE ARE NOT WORKING CORRECTLY.
								DAMAGE: THE HARNESS FOR COOLANT FLOW HAD THE PINS
								AND SOCKETS BROKEN ON IT.
								REPAIR: TROUBLE SHOT PROBLEMS AND AFTER FINDING
								ROOT CAUSE OF FAILURES MADE REPAIRS AS NEEDED.
								INSTALLED NEW PINS AND SOCKETS ON THE FLOW
								HARNESS, AND SWITCHED THE WIRES ON THE SENDER AND
								THE SWITCH.
	C	23	7308				1,146.31	COMPLAINT: THE HINGES ON THE CAB DOORS BOTH SIDES
								WERE WORE OUT
								REPAIR: CUT THE HINGES OFF THE DOORS AND CLEANED
								THEM UP. WELDED THEM BACK ON. REMOVED THE DOOR
								LOCKS AND WEATHERS STRIP. REMOVED AND INSTALLED
								STRIKERS. REMOVED DOOR LATCH.
	C	23	5051				693.88	OIL LEAK ON REAR SIDE
								COMPLAINT: VALVE WAS LEAKING.
								REPAIR: REMOVED THE VALVE COVER AND ORDERED ALL

								NEW O-RINGS FOR THE COVER. ORDERED NEW POPPETS AND
								SEATS AND NEW SPRINGS TO GO BEHIND THE COVER.
								INSTALLED THE COVER AND TIGHTENED THE BOLTS. WE
								THEN RAN THE MACHINE FOR A WHILE TO MAKE SURE THAT
								IT DIDN'T LEAK.
	C	23	7301				1,636.30	COMPLAINT: PAINT CAB, REPLACE SEAT AND FLOOR MAT
								CAUSE: PAINT IS BAD AND SEAT WAS WORN BEYOND USE.
								THE FLOOR MAT IS MISSING.
								REPAIR: COMPLETELY CLEAN THE CAB AND REMOVE THE
								OLD SEAT. PAINT THE INSIDE OF THE CAB AND INSTALL
								NEW SEAT. INSTALL NEW FLOOR MAT.
	C	23	6050				328.78	
								122,050.84
5/14/2003 0:00	0	C	23	5356			2,993.23	COMPLAINT: REMOVED LEFT RIPPER TILT CYLINDER DUE
								TO BORE BAD. TOOK TO BELLE FOURCHE TO BE REPAIRED.
								REPLACED BARREL WITH A REMAN. INSTALLED NEW SEAL
								KIT. TOOK BACK AND INSTALLED ONTO MACHINE.
	C	10	1353				1,895.83	COMPLAINT: REMOVED RADIATOR DUE TO BROKEN CORE.
								TOOK TO TRIPLE K TO BE REPAIRED. THEY INSTALLED
								NEW SEALS AND ONE NEW CORE. I INSTALLED REPAIRED
								RADIATOR.
	C	51	9965	02G2120	02G2120	02G2120	159.9	COMPLAINT: ORDERED NEW CORE FROM BISMARK TO
								REPLACE BROKEN ONE. WHEN TRIPLE K OPENED BOX IT
								WAS WRONG CORE. SOMEONE HAD RETURNED A CORE IN
								WRONG BOX. REORDERED CORE AND WHEN I GOT IT I TOOK
								UP TO DEADWOOD.
	C	23	1358				206	COMPLAINT: WHILE RADIATOR WAS OUT I REPAIRED BELT
								TIGHTENER IDLER PULLEY. INSTALLED NEW BEARINGS AND
								BUSHINGS.
	C	10	4170				1,099.30	COMPLAINT: PIN AND BUSHING TURN TIME
								CAUSE: HIGH HOURS
								DAMAGE: NONE
								REPAIR: THE TRACTOR WAS PARKED ,LOOSEN THE LEFT
								TRACK AND UNBOLTED THE MASTER JOINT . LAY THE
								TRACK OUT WITH LOANER TO THE REAR .DROVE OVER THE
								NEW TRACKS AND PULLED OVER THE TOP . HOOKED
								TOGETHER ON THE REAR WITH MASTER BOLTS . ADJUSTED
								THE TRACKS OUT TO CAT SPEC. THE SAME WAS DONE ON
								THE RIGHT SIDE TRACK ASSM.

	C	10	4172				2,116.50	COMPLAINT: REMOVE TRACK SHOES. AND REINSTALL AFTER
								RETURN FROM BISMARCK
								REPAIR: THE TRACKS WERE WASHED OFF PULLED IN TRACK
								SHOP REMOVED THE TRACK SHOES ,RAILS WERE SENT TO
								BISMARCK FOR THE TURN. PULLED TRACK RAILS IN THE
								SHOP AFTER THE REPAIR WAS MADE INSTALLED THE TRACK
								SHOES WITH THE BOLTS THAT CAME OUT REPLACED AS
								NEEDED ONLY. TIGHTEN TO CAT SPEC.
	C	10	4155				433.2	COMPLAINT: ORDERED NEW BOLTS TO REPLACE SEGMENTS.
								WILL INSTALL AT A LATER DATE.
	C	52	4170				100	
	C	18	4169				11,291.01	TURN PINS BUSHING PPR RAILS
								COMPLAINT: BROUGHT IN FOR TURN
								CAUSE: CONDITIONS AND TIME
								DAMAGE: THE BUSHINGS WERE WORN TO 106%, WHICH
								CAUSED SOME BUSHING TO CRACK. EACH TRACK HAD ONLY
								ONE DRY JOINT . TRACK PK284D11 DRY JOINT CAUSED
								THE THRUST RING TO WEAR INTO THE LINK AND WEAR
								GROOVE, THOSE TWO LINKS HAD TO BE REPLACED. MOST
								OF THE PINS WERE GALLED BUT WERE REUSABLE, TWO
								WERE GALLED BAD ENOUGH AND HAD TO BE REPLACED.
								REPAIR: REPLACED 4 PINS AND A RIGHT HAND AND LEFT
								HAND LINK, REST OF THE PINS WERE REUSABLE.
								REPLACED ALL BUSHINGS WITH NEW ONES. NITROGEN
								CHECKED EACH JOINT AND OILED. TRACK SERIAL #
								PK284D05 & PK284D11.
								20,294.97
2/13/2003 0:00	27647	C	10	4011			657	COMPLAINT: REMOVED BOTH FINAL DRIVES AND BRAKES
								DUE TO HOURS AND SLOW BRAKE ENGAGEMENT. AFTER
								RECONDITIONING INSTALLED BACK ONTO MACHINE.
								INSTALLED 50WT OIL IN FINALS.
	C	20	4011				11,740.12	COMPLAINT: RECONDITION FINAL DRIVE AND BRAKE
								CAUSE: RIGHT SIDE FINAL HAD BEEN REBUILT 2000
								HOURS AGO. I DISASSEMBLED, CLEANED AND INSPECTED
								RIGHT SIDE BRAKE AND STEERING CLUTCH. ALSO LEFT
								SIDE FINAL, BRAKE AND STEERING CLUTCH.
								DAMAGE: RIGHT SIDE BRAKE DISCS AND PLATES WERE
								WARPED. RIGHT SIDE STEERING DISCS HAD BROKEN
								TANGS. LEFT SIDE BRAKE DISCS, PLATES AND RETAINER
								PLATE WERE WARPED. LEFT SIDE STEERING CLUTCH
								PISTON HAD EXCESSIVE WEAR FROM DEBRIS. HAD JOHNSON
								MACHINE UPDATE BRAKE HOUSINGS BY DRILLING LUBE

								HOLES LARGER.
								REPAIR: REPLACED ALL SEALS, BEARINGS AND ABOVE
								MENTIONED PARTS. REASSEMBLED ALL TORQUING AND
								ADJUSTING TO CAT SPECS. I ALSO TESTED BRAKES WITH
								HYDRAULIC PRESSURE AND THEY BOTH HELD. SUPPLIED
								MOUNTING SEALS AND SHIPPED.
	C	14	1157				5,452.65	COMPLAINT: REPAIRED ENGINE OIL LEAK ON REAR COVER.
								REMOVED AND INSTALLED NEW REAR COVER GASKET.
								INSTALLED THE NEWEST GASKET THAT HAS RIVETS.
								REPLACED MAIN HYDRAULIC OIL LINE DUE TO WORN THRU.
	C	41	3030				736.11	COMPLAINT: INSTALLED NEW TRANSMISSION OIL AFTER
								ALL REPAIRS WERE DONE. INSTALLED NEW FILTERS AND
								SEALS. ALSO CHANGED ENGINE OIL AND FILTERS.
	C	10	3150				863	COMPLAINT: REMOVED TRANSMISSION DUE TO A BOLT AND
								RETAINER PLATE HAD BROKEN OFF HOLDING PINION
								BEARING. DUE TO HOURS AND DAMAGE TO TRANSMISSION
								IT WAS SENT TO RAPID CITY FOR REPAIR. AFTER IT WAS
								RECONDITIONED I INSTALLED BACK INTO MACHINE.
	C	20	3150				17,286.30	COMPLAINT: REBUILD TRANS AND DIFFERENTIAL
								CAUSE: BOLT BROKE OFF OF THE THRUST WASHER THAT
								BOLTS TO THE PINION TO KEEP THE BEARING SEATED
								DAMAGE: THE THRUST WASHER AND THE BOLT FELL INTO
								THE CASE
								REPAIR: I DISASSEMBLED THE DIFFERENTIAL AND FOUND
								THE PINION GEAR TO BE PITTING. ORDERED A NEW
								PINION GEAR. DISASSEMBLED THE RING GEAR CLEANED
								AND INSTALLED NEW BOLTS IN THE RING GEAR AND
								TORQUED TO SPEC. INSTALLED ALL NEW BEARINGS.
								INSTALLED THE RING GEAR ASSEMBLY INTO THE CASE
								SET INSTALLED THE PINION AND IDLER GEAR SET END
								PLAY TO SPEC. SET BACKLASH BETWEEN THE RING GEAR
								AND PINION TO SPEC TORQUED ALL BOLTS. DISASSEMBLED
								TRANSMISSION AND INSPECTED FOUND THAT THE RING
								GEAR IN THE #2CLUTCH WAS PITTING I REPLACED. FOUND
								THAT ALL THE PLATES WERE WORE BEYOND REUSABILITY
								FOUNT THAT THE PLATES WERE WORN BEYOND REUSE IN
								THE #2,#4, AND THE #5 CLUTCHES. BOTH MAIN SHAFT
								GEARS WERE PITTED BEYOND REUSE. INSTALLED 5 PINS
								AND 5 GEARS IN THE BOTTOM PLANET CARRIER, PINS AND
								GEARS WERE PITTING. INSTALLED 5 PINS AND 5 GEARS
								IN THE MID PLANET CARRIER BECAUSE OF PITTING.
								INSTALLED NEW DOWELS BETWEEN THE #1 AND #2
								HOUSINGS BECAUSE OF WEAR. HAD TO HAVE MACHINE SHOP

									REPAIR DOWEL HOLES IN THE #1 AND #2 HOUSINGS .THEY
									ALSO REPAIRED THE OUTPUT YOKE SEAL SURFACE. I
									CLEANED ALL PARTS INSTALLED NEW BEARINGS AND
									RESEALD ALL COMPONENTS. TOOK VALVE ASSEMBLY APART
									FOUND THAT THREE HOUSINGS NEEDED MILLED BECAUSE OF
									FRETTING CORROSION ALL SPOOLS LOOKED OK AND ALL
									UPDATES HAD BEEN DONE. REASSEMBLED THE TRANS AND
									VALVE ASSEMBLY TORQUED ALL BOLTS. INSTALLED IN THE
									CASE INSTALLED THE DIFF. DYNO TESTED THE TRANS AND
									FOUND IT RAN WELL. PAINTED AND INSTALLED A REBUILD
									TAG. TRANS. SPEC. SHOP WANTED WORN AREA OF PISTON
									SLOTS BUILT UP & GROUND BACK TO ORIGINAL PROFILE.
									36,735.18
12/2/2002 0:00	27582	C	23	1059				775.07	
									775.07
11/8/2002 0:00	27488	C	12	7177				428.8	
		C	10	1054				214.01	
		C	35	1000				213	INSPECT FOR ENGINE OIL LEAK
		C	23	1059				1,300.72	
		C	23	4159				71	
		C	12	6050				71	
		C	23	4122				581.8	
									2,880.33
4/23/2002 0:00	27196	C	510	1357				74.62	REPLACE AIR CONDITIONER V-BELT
		C	56	7000				154.8	
		C	14	3133				882.35	
									1,111.77
4/23/2002 0:00	27196	C	40	7000	05G1150	05G1150	05G1150	141.75	
		C	56	7000	05G1150	05G1150	05G1150	156.6	
									298.35
7/30/2001 0:00	26749	C	10	1405				465.41	
									465.41

2/7/2001 0:00	26256	C	23	1353				1,025.22	
		C	23	7304				753.3	
		C	10	7153				421.16	
		C	10	1054				217.47	UPGRADE TO RADIAL SEAL FILTERS
		C	10	1252				263.52	
		C	10	4155				3,023.00	
		C	23	1456				231.66	
		C	23	1302				147.27	
								6,082.60	
1/25/2001 0:00	26111	C	10	1401				1,132.04	
								1,132.04	
8/7/2000 0:00	25817	C	62	6310				630	
								630	
7/13/2000 0:00	25656	C	23	7320				608.7	HOSES LEAKING
								REPLACED HOSES AND CHANGED TO 134A	
								608.7	
7/8/2000 0:00	25680	C	23	7206				4,467.52	
		C	23	4151				6,785.82	
								11,253.34	
6/29/2000 0:00	25680	C	23	2529				5,634.42	CUSTOMER ORDERED SEALS.IF ROD AND BARRELS ARE BAD
								RESEAL AND ORDER OR,REPLACEMENTS AS CUSTOMER NEEDS	
								MACHINE UP AND RUNNING.	
		C	14	5104				408.75	
								6,043.17	
4/10/2000 0:00	0	C	12	6050				535.4	
								535.4	
3/25/2000 0:00	25072	C	63	6050				1,851.15	USED BORING BAR TO CLEAN OUT RUSTED BORES FOR A
								GOOD WELDING SURFACE, WELDED BORES AND MACHINED	
								DOWN TO STANDARD SIZE, PRESSED IN BUSHINGS AND	
								WELDED IN RETAINING RING.	
								1,851.15	

12/28/1999 0:00	25074	C	23	3108				1,217.01	
								1,217.00	