

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.
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	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.
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	C	99	9998				819.71	
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	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.
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	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.
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	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.
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	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.
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							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 BOSSSES. 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.

	CORRECTION: 02. LOAD WELDER TO PLUG DOZER IN WHILE WELDING ON SCRAPER. MAKE TEMPLATES FOR WEDGES.
	START MACHINE & REMOVE SHANK. FAB. WEDGES AT SHOP.
	PLUG DOZER IN AGAIN TO WELDER WHILE WELDING ON POCKET. IT WAS SNOWING & COLD. BUILT TARP TENT AROUND RIPPER & BLEW FORCED HEAT INTO TENT.
	PREHEAT RIPPER WITH WEED BURNER BEFORE WELDING.
	WELDED LOWER WEDGE IN POCKET & TEST FIT SHANK , SHANK WAS TIGHT GETTING BACK IN. WEDGE AT TOP THAT WAS PRECUT WOULD NOT FIT. THE AMOUNT OF WEDGE NEEDED WAS GOING TO BE DOWN TO 1/2" THICK AT TOP & ONLY ABOUT 4" LONG. ELECTED NOT TO WELD TOP WEDGE IN DUE TO SHANK NOW BEING HARD ENOUGH TO LINE UP TO INSTALL.

								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
		C	28	7206			1,439.38
		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
							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.
							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.
							160
							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.

1/10/2004 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 HOUR 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 WORN 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 BOSSSES 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.

								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.
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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.
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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.
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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.
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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
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							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.

								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.
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								328.78 122,050.84
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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.
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								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.
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								159.9 COMPLAINT: ORDERED NEW CORE FROM BISMARCK 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.
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								206 COMPLAINT: WHILE RADIATOR WAS OUT I REPAIRED BELT TIGHTENER IDLER PULLEY. INSTALLED NEW BEARINGS AND BUSHINGS.
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								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.
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	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.
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	C	10	4155				433.2	COMPLAINT: ORDERED NEW BOLTS TO REPLACE SEGMENTS. WILL INSTALL AT A LATER DATE.
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	C	52	4170				100	
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	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.
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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.
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	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
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								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 #2 CLUTCH WAS PITTING I REPLACED. FOUND
								THAT ALL THE PLATES WERE WORN BEYOND REUSABILITY
								FOUNDED 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	
RESEALED 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. DYNOSTESTED 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	
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775.07

11/8/2002 0:00	27488	C	12	7177				428.8	
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	C	10	1054					214.01	
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	C	35	1000					213	INSPECT FOR ENGINE OIL LEAK
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	C	23	1059					1,300.72	
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	C	23	4159					71	
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	C	12	6050					71	
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	C	23	4122					581.8	
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2,880.33

4/23/2002 0:00	27196	C	510	1357				74.62	REPLACE AIR CONDITIONER V-BELT
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	C	56	7000					154.8	
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	C	14	3133					882.35	
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1,111.77

4/23/2002 0:00	27196	C	40	7000	05G1150	05G1150	05G1150	141.75	
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	C	56	7000	05G1150	05G1150	05G1150	156.6	
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298.35

7/30/2001 0:00	26749	C	10	1405				465.41	
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465.41

