

## SERVICE INVOICE

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
C007351	PC200LC-8 Hydrauli	10758	A88616	
	PC200LC-8	S		

REPAIR# 1 C JRV NA 04/29/16 04/29/16 05/04/16  
TIGHTEN TRACK PADS

CORRECTION:

BROUGHT THE MACHINE INTO THE SHOP AND MARKED WHICH SHOES WERE LOOSE. LIFTED THE RIGHT SIDE OF THE MACHINE AND SPUN THE TRACKS. HAD TO CUT OUT SOME OF THE BOLTS. REMOVED THE SHOE AND CLEANED UP THE RAIL. REINSTALLED WITH NEW BOLTS. TORQUED THE BOLTS TO 375 LB/FT AND TURNED 120 DEGREE. GOT THE LEFT SIDE TRACKS LIFTED AND SPUN. MARKED THE LOOSE SHOES. FOUND 3 LOOSE AND 1 OF THOSE WAS CRACKED AND BENT. GOT ALL 3 OFF, HAD TO CUT OFF SOME BOLTS. CLEANED THE TRACK RAILS AND TRACK SHOES. INSTALLED NEW BOLTS. TORQUED THEM TO SPEC AND TURNED.

20Y-32-05070 SHOE BOLT KI 1

PARTS

LABOR

10355001 REPAIR TOTAL==> 1198.20

REPAIR# 2 C SPG NA 04/29/16 05/12/16 05/06/16  
REPLACE SWING BEARING

CORRECTION:

FIELD REPAIR

THE CUSTOMER SAID THE SWING BEARING HAD SOME PLAY IN IT. INSPECTED. THE HOUSE IS MOVING ABOUT 2" AND GROWLS WHEN SWINGING. REMOVED THE INSPECTION COVER FROM UNDER THE BOOM. THE GREASE PAN IS FULL OF METAL. ADVISED THE CUSTOMER NOT TO RUN THE MACHINE. CREATED A PARTS LIST.

SHOP REPAIR

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## SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
C007351	PC200LC-8 Hydraulics	10758	A88616		
	PC200LC-8 S				

MARKED, REMOVED AND PLUGGED THE SWING DRIVE HOSES. REMOVED THE SWING MOTOR MOUNTING BOLTS AND CONNECTED THE CRANE TO THE MOTOR. REMOVED IT FROM THE MACHINE. MARKED, PLUGGED AND REMOVED THE HOSES FROM THE SWIVEL. REMOVED THE SWIVEL MOUNTING BOLTS. REMOVED THE SWIVEL AND SET IT IN THE CENTER OF THE MACHINE. SET JACK STANDS UNDER THE REAR OF THE MACHINE AND GOT THE REAR OF THE MACHINE SUPPORTED. REMOVED THE SWING BEARING BOLTS FROM THE HOUSE AND PULLED THE TRACK FRAME FROM UNDER THE MACHINE. FOUND THE GREASE PAN WAS SEVERELY DAMAGED. USED PARTS HAD ONE AVAILABLE. REMOVED THE SWING BEARING FROM THE TRACK FRAME. WASHED THE GREASE PAN AND REMOVED THE DAMAGED PAN FROM THE MACHINE. HAD TO CLEAN THE TRACK FRAME BECAUSE THE PAN WAS LODGED IN BY DIRT. UNWRAPPED THE NEW SWING BEARING AND ORDERED A GREASE SEAL. STRAIGHTENED AND WELDED THE USED GREASE PAN. INSTALLED A NEW SEAL ON THE GREASE PAN AND THE GREASE PAN WITH LG-6. SET THE NEW BEARING ON THE TRACK FRAME WITH LG-6. TORQUED THE SWING BEARING MOUNTING BOLTS TO 475 LB/FT. INSTALLED NEW DOWEL PINS IN THE SWING BEARING AND PUSHED THE TRACK FRAME BACK UNDER THE HOUSE. GOT EVERYTHING LINED UP AND INSTALLED THE HOUSE MOUNTING BOLTS. TORQUED THEM TO 575 LB/FT. SET THE SWING MACHINERY IN THE FRAME AND INSTALLED THE MOUNTING BOLTS. REINSTALLED THE HOSES WITH NEW O-RINGS. TOPPED OFF THE HYDRAULIC OIL AND RAN THE MACHINE. CHECKED FOR LEAKS, NONE FOUND.

FRTIN	INBOUND FRT	3
KM37478	THREADLOCKER	1
PH1JC43-4-4	FITTING	2
PH471TC-4-RL	HOSE	2
S1400843H1	HO56 55 GAL	16
TB1215	SIL.GASK	1

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	PC200LC-8 S			

CHECKED AND VERIFIED THE SYSTEM HAD LOW PRESSURE. EVACUATED THE SYSTEM AND PULLED A VACUUM FOR 30 MIN. LET IT SIT AND THE VACUUM SLOWLY DROPPED OFF. CHARGED THE SYSTEM WITH 288 PSI OF NITROGEN ON BOTH THE HIGH AND LOW SIDES. LET THE SYSTEM SIT FOR 30 MINUTES, THERE WAS NO DROP OFF IN PRESSURE. REPLACED THE SHRADER VALVES AT THE COMPRESSOR. PULLED A VACUUM ON THE SYSTEM FOR 15 MINUTES. OBSERVED THE VACUUM ON THE GAUGES, IT ONLY DROPPED 2 IN HG IN 30 MINUTES. VERIFIED THE VACUUM HELD OVERNIGHT, IT DID. CHARGED THE A/C SYSTEM WITH 2.5 LBS R134A. OBSERVED THE PRESSURES ON THE GAUGES. WHEN THE CLUTCH IS ENGAGED AT HIGH IDLE, THE LOW SIDE READS 10 PSI AND THE HIGH SIDE READS 180 PSI. AIR BLOWING AT THE VENTS IS 31°F WITH AN AMBIENT TEMP OF 66°F. RAN THE MACHINE FOR 30 MINUTES TO VERIFY THERE WAS NO LOSS IN PRESSURE.

600-184-1350 VALVE 1

PARTS  
LABOR

10355001 REPAIR TOTAL==> 752.68

REPAIR# 4 C SPG NA 04/29/16 04/29/16 05/04/16

CHECK PINS 4 TAKING GREASE

CAUSE:

MISSING AND DAMAGED FITTINGS

CORRECTION:

FOUND 8 GREASE FITTINGS MISSING AND 3 THAT WERE DAMAGED. REPLACED THE DAMAGED AND MISSING FITTINGS WITH NEW. CHECKED THAT ALL PINS TOOK GREASE. REPLACED THE RIGHT SIDE LIFT CYLINDER GREASE HOSE. THE H LINK WOULD NOT TAKE GREASE. PULLED IT AND CLEANED, IT NOW TAKES GREASE. ALL FITTINGS

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STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
C007351	PC200LC-8 Hydraulics	10758	A88616	
	PC200LC-8 S			
TAKE GREASE PROPERLY.				
FRTIN	INBOUND FRT	1		
PH1MU43-4-4	FITTING	2		
PH471TC-4-RL	HOSE	10		
02896-11008	O-RING P60	4		
109461	FITTING*	3		
1400168H1	GREASE	3		
			PARTS	
			LABOR	
10355001		REPAIR TOTAL==>		1001.85

REPAIR# 5 C SPG NA 04/29/16 04/29/16 05/04/16

CHECK OVER

CORRECTION:

COMPLETED A WALK AROUND AND NOTED ANY PROBLEMS WITH THE MACHINE.

	LABOR	
10355001	REPAIR TOTAL==>	105.00

REPAIR# 6 C SPG NA 04/29/16 04/29/16 05/04/16

REPAIR MISC LEAKS AND REPAIR BOOST HOSE

CAUSE:

TORN CHARGE AIR HOSE

NOTE: CUSTOMER ONLY WANTED TO REPAIR BAD LEAKS AND NOT SEEPS

CORRECTION:

ORDERED A CHARGE AIR HOSE. RAN THE MACHINE AND BROUGHT IT UP TO OPERATING TEMP. CHECKED FOR SIGNIFICANT LEAKS AROUND THE CONTROL VALVE AND PUMP. THE LEAKS WERE MORE SEEPS THAN DRIPS OR SIGNIFICANT LEAKS. REPLACED THE CHARGE AIR TUBE. REPLACED THE LEFT SIDE HOSE FROM THE CONTROL VALVE TO THE PUMP. PARKED THE MACHINE AND LET IT SIT.

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	PC200LC-8 S				

LATER IN THE DAY NOTICED OIL AROUND THE LEFT REAR OF THE MACHINE. REMOVED THE LEFT DRIVE MOTOR COVER. OPERATED THE MACHINE AND FOUND A HOSE LEAKING AT THE FLANGE. REMOVED THE FLANGE AND FOUND THE O-RING WAS BLOWN OUT. REPLACED THE O-RING AND REINSTALLED THE FLANGE. CHECKED FOR LEAKS AND ALL OIL LEVELS, NO LEAKS FOUND.

PH1JC43-4-4	FITTING	1
PH1J543-4-4	FITTING	1
PH471TC-4-RL	HOSE	3
07000-13025	O RING	2
20Y-03-41181	HOSE RADIATOR	1 M

PARTS  
LABOR

10355001	REPAIR TOTAL==>	675.55
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\*\*\*\*\* WORK ORDER TOTALS \*\*\*\*\*

PARTS  
LABOR

	Shop Supplies	
	Waste Disposal	
1070691DF	Total Charge	15110.14