

SN: 0FAC00616

Current Hours (SMU): 3532
Sale Date: 04/27/2009

Delivery Date: 04/27/2009

Service History

Service Date	Invoice Type	Hours	Description	Service Notes
07/31/2008	Service	7	PREDELIVER MACHINE	REPAIR PROCESS COMMENTS: PREDELIVER MACHINE
07/31/2008	Service	7	REPAIR FOR WARRANTY: MACHINE	
07/31/2008	Service	7	REPAIR FOR WARRANTY: PRODUCT IMPROVEMENT PROG.	
07/31/2008	Service	7	REPAIR FOR WARRANTY: SERVICE LTR AUTHORIZATION	
07/31/2008	Service	7	INSTALL FUEL, PRESSURE(S)	
07/31/2008	Service	7	ASSEMBLE MACHINE	REPAIR PROCESS COMMENTS: INSTALL SENSORS, GUIDES, TOPCON GRADE CONTROLS, CHECK GRADE CONTROLS FOR OPERATION INSTALL SENSOR STANDS. BOX UP EXTRA AUGER SEGMENTS AND OTHER PARTS. ASSEMBLE UMBRELLA INSTALL SAFETY BOOK.
07/31/2008	Service	7	PREDELIVER MACHINE	REPAIR PROCESS COMMENTS: PREDELIVER MACHINE
07/31/2008	Service	7	CHECK LUBE LEVEL ENGINE, E.C.M.(FLASH)	REPAIR PROCESS COMMENTS: CLEAR ALL CODES
07/31/2008	Service	7	INSPECT TRACK ASSEMBLY	PLEASE ENTER NOTES IN SEG IN CASE FORM IS LOST RIGHT TRACK SERIAL NUMBER = LEFT TRACK SERIAL NUMBER = TRACK SHOE WIDTH ***** = ON SYSTEM ONE TRACKS=REMOVE ANY PAD AND STAMP YOUR WORK ORDER LESS STORE PREFIX PLUS R OR L. EXAMPLE: SA23333 WOULD BE 23333R & 23333L ON REGULAR TRACKS MISSING SERIAL NUMBERS STAMP AS ABOVE. PER JIMMY F.
07/31/2008	Service	7	REPAIR FOR WARRANTY: MACHINE	
07/31/2008	Service	7	REPAIR FOR WARRANTY: PRODUCT IMPROVEMENT PROG.	
07/31/2008	Service	7	REPAIR FOR WARRANTY: SERVICE LTR AUTHORIZATION	
07/31/2008	Service	7	TRAINING SCHOOL MACHINE	
07/31/2008	Service	7	CONNECT THERMO KING	
10/29/2008	Service	16	REPAIR FOR WARRANTY: SERVICE LTR AUTHORIZATION	REPAIR PROCESS COMMENTS: PREFORM PI31567 UPDATE GENERATOR
10/29/2008	Service	16	REPAIR FOR WARRANTY: SERVICE LTR AUTHORIZATION	REPAIR PROCESS COMMENTS: PREFORM PI31567 UPDATE GENERATOR
11/20/2008	Service	0	TRAVEL TO/FROM MACHINE	
02/19/2009	Service	16	REPAIR FOR WARRANTY: PRODUCT IMPROVEMENT PROG.	
02/19/2009	Service	16	REPAIR FOR WARRANTY: PRODUCT IMPROVEMENT PROG.	
03/16/2009	Service	16	REPAIR FOR WARRANTY: PRODUCT IMPROVEMENT PROG.	REPAIR PROCESS COMMENTS: PREFORM PI10740 FLASH NEW SOFTWARE
03/16/2009	Service	16	REPAIR FOR WARRANTY: PRODUCT IMPROVEMENT PROG.	REPAIR PROCESS COMMENTS: PREFORM PI10740 FLASH NEW SOFTWARE
03/25/2009	Parts	0		
03/28/2009	Service	14	STRAIGHTEN PAVER VENTILATION SYSTEM	VENTILATION PIPE WAS TRANSPORTED IN THE UP POSITION AND IT WAS TORN OFF IT'S HINGE BY THE WIND. ***** STRAIGHTENED THE HINGE MECHANISM ON THE PIPE AND INSTALLED THE PIPE. BENT THE HINGE AROUND THE PIVOT PIN AND THE PIPE PIVOTED THE WAY IT SHOULD. THE LOCKING LATCH TO LOCK THE PIPE UP WAS BROKE. ORDERED A NEW ONE. REPLACED THE LOCK MECHANISM FOR THE VENTILATION PIPE.
03/31/2009	Parts	0		
04/03/2009	Service	14	PRODUCT PROGRAM UPDATE SOFTWARE	
04/03/2009	Service	14	TROUBLESHOOT PAVER VENTILATION SYSTEM	
04/03/2009	Service	14	RESEAL HYDRAULIC HOSES/LINES	
04/03/2009	Service	14	TROUBLESHOOT TRACK/BELT TENSIONER	
04/03/2009	Service	14	WASH MACHINE	
04/03/2009	Service	14	INSPECT MACHINE	
04/03/2009	Service	14	PRODUCT PROGRAM UPDATE SOFTWARE	
04/03/2009	Service	14	ASSEMBLE MACHINE	
04/03/2009	Service	14	PERFORMS OS	

04/03/2009	Service	14	RESEAL HYDRAULIC HOSES/LINES	
04/03/2009	Service	14	TROUBLESHOOT TRACK/BELT TENSIONER	
05/09/2009	Parts	0		
05/12/2009	Parts Credit	0		
05/12/2009	Parts	0		
05/15/2009	Parts	0		
05/21/2009	Parts	0		
07/08/2009	Parts	0		
07/20/2009	Service	125	PERFORM FIRST REVISIT	
07/20/2009	Service	125	REPLACE SOS	
07/20/2009	Service	125	REPLACE FINAL DRIVE(S)	
07/20/2009	Service	125	RESEAL FAN ASSEMBLY	
07/20/2009	Service	125	REVISIT MACHINE	
07/20/2009	Service	125	TUNE-UP B #5 MACHINE	
07/20/2009	Service	125	ADJUST VALVES	
07/20/2009	Service	125	PERFORM SERVICE ON ENGINE	
07/20/2009	Service	125	ADJUST AUGER DRIVE	
07/20/2009	Service	125	PERFORM FIRST REVISIT	
07/20/2009	Service	125	REVISIT MACHINE	
07/20/2009	Service	125	TUNE-UP B #5 MACHINE	
07/20/2009	Service	125	ADJUST VALVES	
07/20/2009	Service	125	PERFORM SERVICE ON ENGINE	
07/20/2009	Service	125	REPLACE SOS	
07/20/2009	Service	125	REPLACE FINAL DRIVE(S)	
07/20/2009	Service	125	RESEAL FAN ASSEMBLY	
07/20/2009	Service	125	ADJUST AUGER DRIVE	
08/05/2009	Service	123	TROUBLESHOOT ELECTRONIC POWER CONTROL	
08/05/2009	Service	123	TROUBLESHOOT SCREED EXTENSION	
08/05/2009	Service	123	REPLACE SCREED	
08/05/2009	Service	123	REPLACE SCREED EXTENSION	
08/05/2009	Service	123	TRAVEL TO/FROM MACHINE	
08/05/2009	Service	123	TROUBLESHOOT ELECTRONIC POWER CONTROL	
08/05/2009	Service	123	TROUBLESHOOT SCREED EXTENSION	
08/05/2009	Service	123	REPLACE SCREED	
08/05/2009	Service	123	REPLACE SCREED EXTENSION	
08/05/2009	Service	123	TRAVEL TO/FROM MACHINE	
10/20/2009	Service	282	TROUBLESHOOT SCREED BURNER	
10/20/2009	Service	282	START/START-UP ZONE 1	
10/20/2009	Service	282	REPLACE HEAT EXHANGER	
10/20/2009	Service	282	TRAVEL TO/FROM MACHINE	
10/20/2009	Service	282	TROUBLESHOOT SCREED BURNER	
10/20/2009	Service	282	START/START-UP ZONE 1	
10/20/2009	Service	282	REPLACE HEAT EXHANGER	
10/20/2009	Service	282	TRAVEL TO/FROM MACHINE	
11/25/2009	Service	400	TROUBLESHOOT ENGINE COOLING SYSTEM	
11/25/2009	Service	400	TRAVEL TO/FROM MACHINE	
11/25/2009	Service	400	TROUBLESHOOT ENGINE COOLING SYSTEM	
11/25/2009	Service	400	TRAVEL TO/FROM MACHINE	
12/28/2009	Service	395	PRODUCT PROGRAM UPDATE INSTRUMENT PANEL/CONTROL P	MACHINE WAS WIRED FOR EXTRA BOLT ON SCREEDS. PAYS ANOTHER 5 HOURS. JASON LALONDE HAS AGREED TO PAY FOR THE ADDITIONAL 8.75 ON THIS SEGMENT. OK THROUGH WARRANTY AND NO GOODWILL NEEDED.

12/28/2009	Service	395	PRODUCT PROGRAM UPDATE INSTRUMENT PANEL/CONTROL P	
12/28/2009	Service	395	START/START-UP MACHINE	
12/28/2009	Service	395	PRODUCT PROGRAM UPDATE INSTRUMENT PANEL/CONTROL P	
08/31/2011	Service	1055	REPLACE SENSOR(MEASURING)	
08/31/2011	Service	1055	REPLACE CONTROL SWITCH	
08/31/2011	Service	1055	TROUBLESHOOT SCREED EXTENSION	CHECKED BOTH LEFT AND RIGHT SCREEN EXTENSION SENSORS. OPENED PANEL UP THAT CONTROLS HEATING SYSTEM FOR SCREED AND DISCONNECTED WIRES OF A COUPLE CURRENT SENSOR USED OHM METER TO COMPARE RESISTANCE, BOTH TESTED SAME. SWAPPED SENSOR TO FIND IT WAS NOT THE PROBLEM. SWAPPED RELAYS AND THEY WERE GOOD. INSTALLED A NEW CONTROL PANEL AND FOUND THE PROBLEM STILL WAS THERE. FOUND IS THE DEUTZ CONNECTOR AT END OF LEFT EXTENDER THAT TELL THE CONTROLLER IT HAS A ADDITIONAL EXTENSION WAS CONNECTED IN THE HARNESS, AND SHOULDN'T HAVE BEEN. REPAIRED AS NEEDED.
08/31/2011	Service	1055	REPLACE SENSOR(MEASURING)	
08/31/2011	Service	1055	REPLACE CONTROL SWITCH	
08/31/2011	Service	1055	TRAVEL TO/FROM MACHINE	
11/10/2011	Service	1280	PERFORM VEH# CRS151 S/N 45674	
11/10/2011	Service	1280	TROUBLESHOOT STARTING SYSTEM	THE ENGINE WAS HARD STARTING AND HAD LOW POWER. TROUBLESHOT THE ENGINE AND DISCOVERED 36 LOGGED EVENTS FOR LOW FUEL PRESSURE AND 8 LOGGED EVENTS FOR ENGINE DE-RATE. THE PAVER WAS ON A TRAILER AND TRIED TO START ENGINE. USED HAND PRIMER PUMP BUT IT WOULD NOT PUMP ANY FUEL. REMOVED THE FUEL LINE GOING TO TANK TO VALIDATE IT WAS CLEAR AND OPEN. THE LINE WAS OPEN. REMOVED THE PLUG ON THE SECONDARY FUEL FILTER AND A SMALL AMOUNT OF FUEL WOULD COME OUT. TRIED TO CRANK ENGINE AND HAD 1 PSI FUEL PRESSURE. REMOVED PRIMARY FUEL FILTER AND FOUND THE INTERNAL SOCK IN THE FILTER HAD SUCKED UP INTO THE OUTLET SIDE OF THE FILTER BASE. REPLACED FILTER WITH A 1512409 FILTER AS WELL AS THE SECONDARY FILTER WHICH IS 1R0762. PUMPED HAND PRIMER AND IT NOW WORKED PROPERLY. CRANKED ENGINE AND ENGINE STARTED PRESSURE BUILT TO 64 THEN 72 PSI. TESTED ENGINE AT HIGH IDLE AND AT ROAD SPEED AND IT DID NOT MISS NOR DID IT DE-RATE. DID A STATUS REPORT ON THE ENGINE AND LET COOL DOWN. TRIED TO START THE ENGINE THE ENGINE WILL NOT START WHEN COLD-UNDER 50 DEGREES. REMOVED VALVE COVER AND DISCONNECTED HARNESSSES FROM INJECTORS. REMOVED INJECTORS FROM HEAD AND CLEANED INJECTOR BORES AND SEALING AREAS. USED VACUUM TO CLEAN OUT CYLINDER CUPS OF OIL AND FUEL AND CARBON FROM CLEANING BORES. LUBES AND INSTALLED NEW INJECTORS AND TORQUE NEW MOUNTING BOLTS TO SPEC. BLEED FUEL SYSTEM WITH PRIMER TO GET FUEL THROUGH THE ENTIRE SYSTEM. CRANKED AND STARTED ENGINE. INSTALLED COVER AND WASHED ENGINE. PARKED OUTSIDE OVER NIGHT TO COOL ENGINE. THE ENGINE CRANKED 5 SECONDS AND STARTED AT 29 DEGREES. LEFT OVER WEEKEND AND ON MONDAY MORNING ENGINE CRANKED FOR 8 SECONDS AT 22 DEGREES AND STARTED AND RAN SMOOTH IMMEDIATELY.
11/10/2011	Service	1280	REPLACE UNIT INJECTOR	
11/10/2011	Service	1280	PERFORM VEH# CRS151 S/N 45674	
11/02/2012	Service	1579	TROUBLESHOOT GEARBOX	WALKED ALONG SIDE MACHINE WHILE IT WAS OPERATING, AND WAS ABLE TO GET THE GROWLING TO HAPPEN ONCE WHEN THEY STOPPED FOR A COUPLE MINUTES. THOUGHT THE GROWLING WAS COMING FROM THE TOP LEFT PUMP OF THE GEARBOX, EITHER THE BEARING IN THE GEARBOX OR THE PUMP ITSELF IS FAILING. COULDN'T PERFORM ANYMORE TROUBLESHOOTING AND DIDN'T GET A STATUS REPORT DOWNLOADED AS THEY NEEDED TO FINISH THE JOB AND COULDN'T STOP THE MACHINE. DRAINED OIL FROM GEAR BOX AND TOOK SAMPLE. USED POCKET MAGNET IN OIL AND FOUND FLAKES OF BEARING LIKE MATERIAL. WITH NO HISTORY OF THIS OIL BEING CHANGED, THIS WAS NOT ALARMING. REFILLED WITH 75W140 SYNTHETIC OIL, FILLING TO CENTER OF SITE GLASS. GEAR BOX HAD BEEN OVERFULL BY 1 QUART. THEN DID STATUS DOWNLOAD.
11/02/2012	Service	1579	TRAVEL TO/FROM MACHINE	

11/02/2012	Service	1579	TROUBLESHOOT GEARBOX	WALKED ALONG SIDE MACHINE WHILE IT WAS OPERATING, AND WAS ABLE TO GET THE GROWLING TO HAPPEN ONCE WHEN THEY STOPPED FOR A COUPLE MINUTES. THOUGHT THE GROWLING WAS COMING FROM THE TOP LEFT PUMP OF THE GEARBOX, EITHER THE BEARING IN THE GEARBOX OR THE PUMP ITSELF IS FAILING. COULDN'T PERFORM ANYMORE TROUBLESHOOTING AND DIDN'T GET A STATUS REPORT DOWNLOADED AS THEY NEEDED TO FINISH THE JOB AND COULDN'T STOP THE MACHINE. DRAINED OIL FROM GEAR BOX AND TOOK SAMPLE. USED POCKET MAGNET IN OIL AND FOUND FLAKES OF BEARING LIKE MATERIAL. WITH NO HISTORY OF THIS OIL BEING CHANGED, THIS WAS NOT ALARMING. REFILLED WITH 75W140 SYNTHETIC OIL, FILLING TO CENTER OF SITE GLASS. GEAR BOX HAD BEEN OVERFULL BY 1 QUART. THEN DID STATUS DOWNLOAD.
11/02/2012	Service	1579	TRAVEL TO/FROM MACHINE	
05/25/2013	Service	1900	INSPECT GEARBOX	
05/25/2013	Service	1900	TRAVEL TO/FROM MACHINE	
06/14/2014	Service	2359	REPLACE WITH REMAN ENGINE, E.C.M. (FLASH)	
06/14/2014	Service	2359	TROUBLESHOOT SVC TPC & MGMT INFO CODES	FOUND AN ACTIVE FAULT CODE OF 268-2 PROGRAMMABLE PARAMETER FAULT THIS IS FOR FUEL SETTINGS FL AND FT FUEL SETTINGS. ET SHOWS IN THE STATUS THESE SETTINGS ARE UN PROGRAMMED.
06/14/2014	Service	2359	REPLACE AIR FILTER ELEMENT	INSPECTED AIR FILTERS BOTH INNER AND OUTER FILTERS WERE NEW INDICATOR WAS READING IN THE RED, HIT RESET ON BOTTOM OF INDICATOR BUT IT STILL WAS READING IN THE YELLOW. LOOKED UP PART AND ORDERED A NEW INDICATOR TO INSTALL.
06/14/2014	Service	2359	REPLACE WITH REMAN ENGINE, E.C.M. (FLASH)	WENT TO MACHINE WITH NEW RE MAN ECM STARTED BY HOOKING UP ET AND DOING A ECM REPLACEMENT DOWN LOAD. CHANGED ECM'S THEN FLASHED WITH 3379664 FILE AND HAD TROUBLE RIGHT AWAY BECAUSE EMC HAD BEEN USED BEFORE AND SHOWED IT WAS A C15 WITH A FLASH FILE OF 2750632. PERSONALITY MODUAL ERRATIC INTERMITTENT OR INCORRECT, TRIED INSTALLING NEW PASSWORDS SEVERAL TIMES. CONTACTED WES AGAIN AND HE GAVE ME A NUMBER FOR ECM HOT LINE. THEY TRIED SENDING ANOTHER FLASH FILE, THE SAME ONE I INSTALLED AND DID A RE FLASH. THIS DIDN'T HELP HE THEN GAVE ME A NUMBER TO GET BETTER PASSWORDS BECAUSE OF THE CHANGES NEEDED. I TALKED WITH THEM AND NEEDED TO GO THROUGH OUT TC. CUSTOMER WAS PRESENT AND WANTED TO PAVE I PUT ORIGINAL ECM IN THEN INSTALLED FUEL SETTING NUMBERS AND FAULT LIGHT WENT AWAY BUT WILL BE BACK WHEN MASTER SWITCH IS CYCLED. I THEN RETURNED TO SHOP WITH RE MAN ECM TO REPAIR IT BEFORE INSTALLING AGAIN. CONNECTED ET TO MACHINE FUEL SETTINGS WERE STILL THERE. CONNECTED ET AND INSTALLED NEW PASSWORDS
06/14/2014	Service	2359	REPLACE WITH REMAN ENGINE, E.C.M. (FLASH)	
06/14/2014	Service	2359	TRAVEL TO/FROM MACHINE	
08/02/2016	Service	3689	INSPECT RADIATOR	OPEN UP FRONT PANEL AND FOUND A WET SPOT IN THE CENTER OF RADIATOR. DID NOT SMELL LIKE COOLANT BUT GOING FROM WHAT CUSTOMER STATED. FOUND 2 FRONT LOWER BOLT NOT TIGHT ON RADIATOR MOUNTING. TIGHTEN UP BOLTS. PUT PRESSURE GROUP ON THE SYSTEM AND PUT 15 PSI ON SYSTEM. CHECKED AND DID NOT SEE WHERE IT WAS LEAKING AT FORM RADIATOR. PULLED SHROUD AND FAN BLADES OFF TO GET CLOSE TO THE OUT SIDE OF RADIATOR. STILL DID NOT FIND WHERE THE LEAK WAS COMING FROM. LOOKED AROUND AND FOUND TRACES OF COOLANT BY ALTERNATOR. LOOKED AND FOUND THAT THE WATER PUMP LEAKING FORM WEEP HOLE. THE SPOT IN RADIATOR WAS COMING FROM AXILLARY PUMP MOUNTING ON FRONT COVER. ORDERED UP PARTS FOR BOTH WATER PUMP AND HYD PUMP MOUNTING.

08/02/2016	Service	3689	REPLACE WATER PUMP	<p>PULLED EXHAUST MUFFLER, HEAT STAKE. PULLED TOP PLATE OFF AND BATTERIES. FOUND THAT THE AIR FILTER HOUSING NEED TO BE CLEANED OUT DO TO BUILD UP OF STUFF IN SCREEN. CUSTOMER PULLED THE AIR FILTER HOUSING, EXHAUST PIPE, AIR TO AIR TUBING, AND HEAT FAN. WHEN BACK AND COVER TURBO INLET AND OUTLET. PULLED ALTERNATOR AND WATER PUMP OFF. FOUND THAT THE WATER PUMP THAT WAS ORDERED DID NOT HAVE THE REAR COVER ON IT. LOOKED UP PARTS AND ORDERED THEM CUSTOMER WHEN AND PICKED THEM UP. WHEN THEY SHOW UP INSTALLED REAR COVER OFF OLD WATER PUMP ON TO NEW ONE. TRANSFER FITTING AND PLUGS. INSTALLED WATER PUMP AND ALTERNATOR. CUSTOMER CLEANED AIR FILTER HOUSING. WHEN IT WAS CLEANED INSTALLED IT AND AIR TUBING. INSTALLED FAN FOR HEAT STAKE. HOOKED UP HOSES TO MOTOR. INSTALLED EXHAUST PIPE AND TIN WORK. INSTALLED BATTERIES AND EXHAUST AND HEAT STAKE. CUSTOMER INSTALLED SURGE TANK AND FILLED WITH COOLANT. STARTED MACHINE AND CHECKED OR LEAKS DID NOT FIND ANY. TOPPED OFF COOLANT AND CHECKED FOR LEAKS DID NO</p>
08/02/2016	Service	3689	RESEAL IMPLEMENT PUMP	<p>PULLED THE PUMP OFF, PULLED THE GEAR OFF PUMP AND ADAPTOR. CLEANED UP PARTS AND REMOVED AND INSTALLED NEW SEAL. INSTALLED ADAPTOR AND GEAR. TORQUE GEAR TO 81 FT LB PRE SIS. INSTALLED PUMP AND WHEN MACHINE WAS UP AND RUNNING CHECKED FOR LEAKS AND DID NOT SEE ANY.</p>
08/02/2016	Service	3689	TRAVEL TO/FROM MACHINE	
05/10/2017	Service	3996	TROUBLESHOOT SCREED	<p>COMPLAINT: WHILE CUSTOMER WAS RUNNING THE EXTENDER OUT THE WIRING HARNESS FOR THE HEATERS GOT CAUGHT AND RIPPED OUT. CUSTOMER REPLACED HARNESS BUT THE MACHINE IS STILL THROWING A FAULT FOR THE LEFT EXTENSION CURRENT SENSOR ABNORMAL OR CURRENT SHORT. GOING THROUGH THE SCHEMATIC, CHECKED RELAYS, CURRENT SENSORS, AND BREAKERS. RELAY WAS NOT GETTING POWER FROM THE C901 (LEFT EXTENSION) RELAY POWER WIRE. PLACED 2FT EXTENSION JUMPERS IN PLACE, NOW WOULD GET POWER AT THE C902 (LEFT EXTENDER) RELAY POWER WIRE BUT NOT THE C901. WITH THE JUMPER IN PLACE, SHOULD BE GETTING POWER AT THE EXTENSION AND EXTENDER, BUT I'M ONLY GETTING POWER AT THE EXTENSION NOT THE EXTENDER. I'M GETTING THE OPPOSITE RESULTS THAT IT SHOULD BE. CUSTOMER BROUGHT OUT THE OLD HARNESS, COMPARED TO THE NEW HARNESS. FOUND THE EXTENSION AND EXTENDER POWER WIRES WERE SPICED SO THE EXTENDER WAS SUPPLYING POWER TO THE EXTENSION AND VISE VERSA. CUT AND SPICED WIRES THE CORRECT WAY, RAN SYSTEM, NO FAULTS.</p>
05/10/2017	Service	3996	TRAVEL TO/FROM MACHINE	
07/28/2017	Service	4220	TROUBLESHOOT STEERING SYSTEM	<p>DROVE MACHINE AND COULD NOT GET THE MACHINE TO ACT UP, NO ACTIVE CODES, ONE LOGGED CODE "LEFT DRIVE MOTOR SPEED SENSOR : ABNORMAL FREQUENCY, PULSE WIDTH, OR PERIOD" OCCURRED 3 TIMES RECENTLY AND LOGGED EVENT "UNABLE TO DETERMINE ROTATION DIRECTION OF LEFT DRIVE MOTOR" OCCURRED 22 TIMES RECENTLY, TRIED TO GET TO THE SENSOR WITH THE MACHINE ON THE GROUND BUT COULD NOT, REINSTALLED COVERS THAT WERE REMOVED, DROVE MACHINE UP ON BLOCKS AND REMOVED THE ACCESS COVER UNDER THE DRIVE MOTOR, INSPECTED MOTOR SENSOR HARNESS AND IT LOOK GOOD, ORDERED AND REPLACED SENSOR.</p>
07/28/2017	Service	4220	REPLACE TRAVEL MOTOR	<p>REMOVED AND INSPECTED SPEED SENSOR. IT LOOKED OK AND HAD VERY LITTLE DEBRIS ON THE END OF IT. INSTALLED NEW SENSOR AND SET THE DEPTH, INSTALLED LOCK AND CONNECTED HARNESS. INSTALLED BOTTOM COVER. DROVE MACHINE AROUND AND THE CODES AND EVENTS DID NOT BECOME ACTIVE.</p>
12/28/2017	Service	5411	PERFORM TECHNICAL ANALYSIS 2 INSP	
12/28/2017	Service	5411	PERFORM TECHNICAL ANALYSIS 2 INSP	
12/28/2017	Service	5411	PERFORM TECHNICAL ANALYSIS 2 INSP	
04/28/2018	Service	4531	REPAIR MACHINE	<p>REVIEW REPAIRS WITH CUSTOMER</p>
04/28/2018	Service	4531	REPLACE HYDRAULIC ACCUMULATOR	<p>COMPLAINT: ACCUMULATOR VALVE SOCKET STRIPPED OUT CAUSE: STRIPPED OUT SOCKET VALVE CORRECTION: RELEASED TRACK TENSION DISCONNECTED LINES CAPPED AND PLUGGED THEM, REMOVED ACCUMULATOR FROM MACHINE SECURED IN VISE AND USED A REMOVAL TOOL TO OPEN VALVE AND RELEASE GAS PRESSURE IN OLD ACCUMULATOR. CHARGED AND INSTALLED NEW ACCUMULATOR.</p>

04/28/2018	Service	4531	RESEAL	COMPLAINT: THE BRAKES FAILED A PRESSURE TEST. CAUSE: THE SMALLER SEAL FOR THE RH BRAKE HAD A DENT IN IT ON THE INNER SURFACE. CORRECTION: BOTH FINAL DRIVES WERE BROUGHT UP TO THE SPEC SHOP AND THE LH ONE HAD THE MOTOR OUT. TOOK IT APART ENOUGH TO GET THE BRAKE OUT OF IT. EVERYTHING LOOKED OK. DRAINED THE PLANETARY AND WASHED THE HOUSING. REMOVED THE MOTOR ON THE RH ONE AND TOOK IT APART FAR ENOUGH TO GET IT'S BRAKE OUT. FOUND THE SMALLER O RING HAD A DENT IN IT AND WAS ROUGH. DRAINED THE PLANETARY UNITS AND WASHED UP THE HOUSINGS. MEASURED THE BRAKE PACK TO NEW ONES AND THEY WERE WORN AT MOST .010 IN. REUSED THE OLD BRAKE PACKS. USED THE BRAKE SEAL KIT AND REASSEMBLED THE BRAKES AND SHIFTER UNIT. INSTALLED THE MOTORS. PRESSURE TESTED THE BRAKES AND THEY HELD 200 PSI FOR 5 MINUTES. TESTED THE SHIFT AND THEY HELD PRESSURE. INSTALLED THE PLANETARY PLUG AND TAGGED THE UNIT THAT THEY HAVE NO OIL IN THEM. TOOK THEM BACK TO THE MACHINE.
04/28/2018	Service	4531	REPLACE CONVEYOR DRIVE	COMPLAINT: NO OIL IN PLANETARY CAUSE: SHAFT SEAL LEAKING CORRECTION: REMOVED HYDRAULIC MOTOR, REMOVED CHAIN GUARDS LOCATED MASTER LINK USED PORTA POWER TO PUSH CONVEYOR AND ROTATE CHAIN TO POSITION MASTER LINK FOR REMOVAL. CHAIN WAS REMOVED BAR AND STRAP WAS USED IN PLANETARY TO REMOVE IT FROM MACHINE THEN PRESSURE WASH IT, REMOVE DRIVE GEAR AND REMOVE FROM MOUNTING BRACKET. 3-26-18 PLANETARY WAS INSTALLED FILLED WITH 85W140 OIL, CHAIN CONNECTED AND ADJUSTED, COVERS INSTALLED, 3-29-18 MACHINE WAS STARTED AND CONVEYOR OPERATED ALL WORKED GOOD.
04/28/2018	Service	4531	REMOVE AND INSTALL FINAL DRIVE(S)	REMOVE AND INSTALL FINAL DRIVES TO RESEAL BRAKES. COMPLAINT: REMOVE AND INSTALL FINAL DRIVE TO RESEAL BRAKES CAUSE: BRAKES NOT HOLDING PRESSURE CORRECTION: REMOVED SCREED AND TOW ARM FROM MACHINE, 3-13-18 MACHINE WAS BLOCKED UP TRACKS RELEASED, REMOVED, TO REMOVE FINAL AND BRAKE ASSEMBLY. EACH ASSEMBLY WAS THEN MOVED TO SPEC SHOP FOR BRAKE REPAIRS WHEN REMOVED. 3-29-18 INSTALLED RIGHT FINAL DRIVE WITH NEW SEALS AT LINE CONNECTIONS. INSTALLED TRACK. MACHINE WAS STARTED AND TRACKS WERE TENSIONED. 4-2-18 MACHINE WAS STARTED AND AIR WAS BLED FROM TRACK TENSION CYLINDERS. MACHINE WAS BROUGHT OUTSIDE AND SCREED WAS INSTALLED. 4-3-18 MACHINE WAS BROUGHT INTO SHOP TO COMPLETE SCREED INSTALLATION, AND TEST FUNCTIONS OF SCREED ALL WORKED CORRECTLY.
04/28/2018	Service	4531	CLEAN. RADIATOR	DISASSEMBLE GUARDS TO GET TO THE RADIATOR AND COOLER CORES. REROUTE THE ENGINE BREATHER HOSE SO THE FUMES DO NOT GO UP INTO THE COOLING PACKAGE COMPLAINT: RADIATOR FULL OF DEBRIS CAUSE: DEBRIS AND OIL COVERING RADIATOR CORE CORRECTION: COOLER GROUP COULDN'T BE REMOVED AS ONE BECAUSE OF WELD NUTS CATCHING ON MACHINE FRAME WHEN LIFTING ASSEMBLY OUT. 3-16-18 CONTINUED WITH DISASSEMBLY AND REMOVED HYDRAULIC COOLER THEN RADIATOR, TRIED TO REMOVE FRAME WITH OUT CORES AND IT STILL WOULDN'T COME OUT SO LEFT IT IN PLACE. HYDRAULIC COOLER AND RADIATOR WERE PRESSURE WASHED AND DRIED THEN INSTALLED. BODY PANELS WERE INSTALLED NEXT, RADIATOR FILLED BATTERIES INSTALLED, MUFFLER INSTALLED ONE GALLON OF CAT ELC PREMIX ADDED TO TOP OFF RADIATOR. COOLANT TESTED AT -35°.
04/28/2018	Service	4531	ADJUST CONVEYOR DRIVE	COMPLAINT: DRAG CHAINS LOOSE CORRECTION: DRAG CHAINS WERE HANGING BELOW FRAME SPEC IS 1/4 INCH ABOVE FRAME FOR CORRECT TENSION. LOCKING BARS WERE REMOVED ON EACH SIDE AND ADJUSTMENTS MADE TO TIGHTEN CHAIN TO SPEC OF 1/4 INCH ABOVE FRAME ON EACH SIDE. AFTER EACH ADJUSTMENT MACHINE CONVEYORS WERE OPERATED AND ADJUSTMENT CHECKED. LOCK RODS WERE INSTALLED WHEN ADJUSTMENT WAS COMPLETE.
04/28/2018	Service	4531	ADJUST FAN ASSEMBLY	COMPLAINT: COOLING FAN SPEED IS SLOW CORRECTION: COOLING FAN SPEED MEASURES LOW AT 1850 RPM SPEC IS 1950 +/- 50 RPM, MULTI TACH WAS INSTALLED MACHINE HYDRAULICS WARMED TO 112° THEN FAN SOLENOID UNPLUGGED FAN SPEED MEASURED 1850 RPM AND WAS ADJUSTED TO 1985 RPM WITH HYD OIL TEMP AT 112°. MACHINE WAS SHUT OFF TOOLING REMOVED FAN SPEED IS NOW CORRECT.
04/28/2018	Service	4531	ADJUST IMPLEMENT PUMP	ADJUST MARGIN PRESSURE. COMPLAINT: MARGIN PRESSURE BELOW SPEC CORRECTION: TOOLING WAS INSTALLED TO TEST AND ADJUST MARGIN PRESSURE, TEST SHOWED 215 PSI SPEC IS 240 -10 +40 WITH HYDRAULIC OIL WARM MARGIN WAS ADJUSTED TO 250 PSI. MACHINE WAS SHUT OFF TOOLING REMOVED ADJUSTMENT WAS COMPLETE.
04/28/2018	Service	4531	PERFORM PM-4 2000 HOUR	COMPLETE SERVICE OF THE MACHINE.

04/28/2018	Service	4531	REPLACE AUGER DRIVE	COMPLAINT: PLANETARY HAS METAL IN IT ACCORDING TO OIL SAMPLE CORRECTION: NEW PLANETARY WAS ORDERED AND INSTALLED, THIS REQUIRED SEPARATION OF CHAIN TO DRIVE AUGER. NEW PLANETARY WAS INSTALLED FILLED WITH NEW 85W140 OIL CHAIN ADJUSTED, WHEN OTHER REPAIRS WERE COMPLETE SCREED WAS INSTALLED.
04/28/2018	Service	4531	REPLACE AUGER DRIVE	COMPLAINT: OIL SAMPLE SHOWS HIGH METAL CORRECTION: OIL SAMPLE CAME BACK WITH HIGH METAL AND DARK OIL, RECOMMENDATION WAS REPLACE BEFORE FAILURE. NEW PLANETARY WAS ORDERED AND INSTALLED FILLED WITH 85W140 OIL. CHAIN SLACK WAS ADJUSTED. WHEN OTHER REPAIRS WERE COMPLETE SCREED WAS INSTALLED.
04/28/2018	Service	4531	REPLACE TRANSMISSION SHIFT LNKAGE	COMPLAINT: MACHINE MOVES WHEN IN NEUTRAL WHEN USING LEFT CONTROL CORRECTION: DISASSEMBLED LEFT CONTROL CONSOLE REPLACED DIRECTION CONTROL LEVER WITH NEW. BACK SIDE OF CONTROL LEVER WAS GAPPED, PICTURE WAS TAKEN AND ATTACHED SHOWING GAP. PLASTIC PINS TO HOLD ASSEMBLY TOGETHER WERE BROKEN ON ONE SIDE. WHEN ABLE TO POWER MACHINE UP CONTROL LEVER WAS CALIBRATED.
04/28/2018	Service	4531	TROUBLESHOOT ENGINE	ENGINE HAS A MISS COMPLAINT: ENGINE STARTS HARD AND MISS FIRES CAUSE: LOW FUEL PSI CORRECTION: HOOKED UP ET CHECKED FAULT CODES FOUND LOW FUEL PRESSURE E198 (1) FAULT CODE. TEST WAS TO CHECK CRANKING FUEL PRESSURE. TESTED AND HAD LESS THAN 25 PSI CRANKING SHOULD BE HIGHER. ALSO DID A CYLINDER CUT OUT TEST ALL INJECTORS TESTED OK. 4-6-18 ENGINE NOT STARTING THIS MORNING, KEPT WORKING ON MACHINE, FOUND SECONDARY FUEL FILTER EMPTY. FILLED IT TRIED AGAIN USED HAND PRIMER STILL NOT STARTING. TRIED STARTING AND USING ETHER, STILL NOT STARTING. INVESTIGATED THE PRIMARY WATER SEPARATOR FILTER AND FOUND FUEL LEAKING FILTER AND BOWL AREA. REMOVED BOWL ORDERED AND INSTALLED A SEAL KIT FOR IT PRIMED FUEL SYSTEM AND ENGINE STARTED AFTER SOME CRANKING. REMOVED JUMPER BATTERIES TOOLS AND PREPPED MACHINE TO BRING INTO SHOP FOR OTHER REPAIRS. 4-9-18 ENGINE WAS TESTED FOR STARTING AND STARTED LIKE IT SHOULD AFTER SHORT CRANKING TIME.
04/28/2018	Service	4531	REPAIR MACHINE	REVIEW REPAIRS WITH CUSTOMER
04/28/2018	Service	4531	TROUBLESHOOT PAVER HITCH/PUSH ROLLER	COMPLAINT: TRUCK HITCH HANGING UP SOMETIMES CAUSE: FLAT SPOTS WORN ON ROLLER GUIDES CORRECTION: REMOVED TRUCK HITCH, REMOVED SHIELDS FROM BACK OF HITCH AND FOUND GUIDE ROLLERS HAD FLAT SPOTS WORN ON THEM AND COVERS WERE GROUND INTO ALSO. HITCH WAS WASHED OFF AND INSPECTED FURTHER NO OTHER WORN AREAS WERE SEEN. INSTALLED NEW LINE SEALS AND CONNECTED HYDRAULIC LINES, ORDERED NEW GUIDE AND ROLLERS. EXTENSION TUBES WERE REMOVED NEXT FROM EACH SIDE, MAIN FRAME WAS CLEANED WHERE TUBES TRAVEL. TUBES WERE CLEANED, GOUGED AREAS SANDED THEN TUBES WERE INSTALLED OPPOSITE THE SIDE THEY CAME OUT OF. THIS PUT THE GOUGED SURFACE ON THE TOP OF EACH EXTENSION, THE NO LOAD SIDE. ARMS WERE INSTALLED NEXT OLD GUIDES WERE PUT BACK IN FOR TESTING, THEY WILL BE REPLACED WITH NEW WHEN PARTS COME IN, HITCH OPERATED GOOD. 4-10-18 GUIDE ROLLERS CAME IN AND WERE INSTALLED, HITCH WAS LUBED AND TESTED, ALL WORKED GOOD. GUARDS WERE INSTALLED ON THE BACK SIDE AND HITCH REPAIRS WERE COMPLETE.
04/28/2018	Service	4531	ALIGN SCREED WEAR PLATE	COMPLAINT: SCREED PLATES OUT OF ALIGNMENT CORRECTION: STARTED WITH SETTING LEADING EDGE OF SCREED TO A ZERO CROWN, THEN MADE ADJUSTMENTS TO TRAILING EDGE OF SCREED REMOVING CROWN FROM IT AND FLATTENING IT OUT. 4-11-18 EXTENSIONS ARE NEXT, SLOPE STOPS WERE ADJUSTED BECAUSE TRAVEL STOPPED BEFORE SLOPE WAS AT ZERO. STRAIGHT EDGE WAS USED TO CHECK TRAILING EDGE OF EACH EXTENSION. ANGLE OF ATTACK WAS CHECKED AND FOUND TO BE STEEPER THAN SPEC. TRAILING EDGE OF SCREEDS WERE ADJUSTED TO BRING THIS INTO SPEC. SCREED WAS THEN ZEROED AND ADJUSTMENTS MADE TO INDICATORS TO REFLECT ZERO.
04/28/2018	Service	4531	REPLACE SCREED CONTROL	THREADED ROD CRANK HANDLE CONTROLS IS BENT RIGHT SIDE COMPLAINT: THREADED ROD BENT RIGHT SIDE SCREED CONTROL CAUSE: THREADED ROD BENT CORRECTION: DISASSEMBLED THREADED ROD ASSEMBLY REMOVING IT FROM MACHINE, THEN ORDERED NEEDED ROD AND NEW ROLL PIN. 4-9-18 PARTS CAME IN AND WERE INSTALLED BEARING WERE GREASE CONTROL WAS OPERATED ALL WORKED GOOD.

04/28/2018	Service	4531	TROUBLESHOOT SEAT ASSEMBLY	COMPLAINT: SEAT SUSPENSION BOTTOMS OUT CAUSE: WEIGHT ADJUSTMENT DIFFICULT TO OPERATE CORRECTION: REMOVED SEAT ASSEMBLY DISASSEMBLED SUSPENSION FOUND RUSTY BEARINGS ON WEIGHT ADJUSTMENT CONTROL, DAMPER CYLINDER ISN'T DAMPENING HEIGHT SETTING KNOB IS MISSING. ORDERED NEEDED PARTS TO REPLACE HEIGHT CONTROL KNOB, DAMPENING CYLINDER AND WEIGHT CONTROL ADJUSTMENT KIT WHICH INCLUDES NEW SPRINGS. 4-9-18 CONTINUED DISASSEMBLY WITH REMOVAL OF DAMPENING CYLINDER AND ASSEMBLY OF WEIGHT ADJUSTING CONTROL ROD AND HANDLE. 4-10-18 MORE PARTS CAME IN REPAIR WAS COMPLETED AND SEAT AND SUSPENSION INSTALLED.
06/20/2018	Service	4620	TROUBLESHOOT TRAVEL MOTOR	COMPLAINT: AFTER THE MACHINE WAS WARMED UP AND IT WAS SWITCHED TO TRAVEL MODE IT WOULDN'T TRAVEL ANY FASTER THAN IT DOES IN PAVE MODE AND IT DOESN'T STEER. CAUSE: THE SHIFT SOLENOID IS FAULTY. CORRECTION: DID SOME RESEARCH WHILE AT THE SHOP. HOOKED UP TO THE MACHINE, DOWNLOADED A PSR AND CHECKED THE OPERATION. THE MACHINE WAS WORKING CORRECTLY IN TRAVEL MODE. DROVE THE MACHINE UP AND DOWN THE BLOCK PROBABLY 50 TIMES AND IT CONTINUED TO WORK. SWITCH IT TO PAVE MODE AND DROVE ONE BLOCK. GOT TO THE END AND SWITCH IT TO TRAVEL MODE AND IT STARTED TO ACT UP. THE ECM WAS RECEIVING THE CORRECT INPUTS AND THE SHIFT SOLENOID STATUS WAS ON. REMOVED THE COVER FROM THE BACK OF THE FRAME TO GET TO THE AUXILIARY VALVE, REMOVED THE SHIFT SOLENOID HOSE FROM PORT FDS ON THE VALVE, INSTALLED A TEE IN THE LINE AND OPERATED THE MACHINE WHILE CHECKING THE PRESSURE. THE PRESSURE WAS 200 PSI. SPEC IS 600 PSI +- 50 PSI. SWITCH IT TO PAVE MODE AND THE PRESSURE WAS ZERO. SPEC IS 50 PSI +- 20 PSI. THE
06/20/2018	Service	4620	REPLACE SHIFT SOLENOID	COMPLAINT: THE SHIFT SOLENOID NEEDED TO BE REPLACED. CAUSE: IT WOULD STICK AND NOT SEND OUT ENOUGH PRESSURE TO SHIFT THE TRAVEL MOTORS. CORRECTION: REPLACED THE SHIFT SOLENOID AND DROVE THE MACHINE UP AND DOWN THE BLOCK TO WARM THE HYDRAULIC SYSTEM. AFTER A WHILE AND WHEN THE SWITCH WAS CHANGED TO TRAVEL MODE FROM PAVE MODE THE MACHINE WOULD STEER LEFT AT THE START OF MOVEMENT. AS SOON AS THE LEVER WAS RETURNED TO NEUTRAL AND THEN BACK TO TRAVEL IT WOULD WORK CORRECTLY. DROVE MACHINE A WHILE LONGER AND THEN IT DID THE SAME THING BUT IT WOULD STEER RIGHT. IT WOULD ALWAYS SHIFT TO TRAVEL MODE BUT WOULD INTERMITTENTLY STEER ONE DIRECTION OR THE OTHER. SPOKE WITH THE CUSTOMER AND INFORMED HIM THAT THIS ISSUE MOST LIKELY NOT RELATED TO THE SHIFT SOLENOID AND MORE TROUBLESHOOTING WOULD HAVE TO BE DONE. THEY ARE GOING TO RUN THE MACHINE AND PROBABLY HAUL THE MACHINE INTO THE SHOP SOMETIME AROUND THE 4TH OF JULY.
06/20/2018	Service	4620	TRAVEL TO/FROM MACHINE	
08/17/2018	Service	4685	TROUBLESHOOT TRAVEL ELECTRONIC CONTROL	COMPLAINT: MACHINE WILL TURN OR INTERMITTENTLY GO INTO TRAVEL SPEED. CAUSE: ORING BROKE IN AUXILIARY RELIEF VALVE. RESULTANT DAMAGE: VALVE WOULD OPEN AT A LOWER PRESSURE THAN IT SHOULD. CORRECTION: BROUGHT MACHINE UP TO SHOP, THEN DATA LOGGED IT WHILE RAN IT AROUND. FOUND AFTER IT WARMED UP A LITTLE IT WOULD NOT GO BACK INTO TRAVEL MODE LIKE IT SHOULD. REMOVED PANELS AND INSTALLED A TEE SO COULD MONITOR PRESSURE GOING TO THE SHIFT VALVE. FOUND THE PRESSURE WAS DOWN AROUND 260 PSI AND IT SHOULD BE 600 PSI. CAPPED OFF SHIFT PRESSURE LINE TO MOTORS AND IT STILL WOULD NOT BUILD PRESSURE. CAPPED OFF BRAKE PRESSURE LINE AND FOUND IT WAS STILL LOW. TURNED IN THE PRESSURE REDUCING VALVE ADJUSTMENT SCREW AND PRESSURE STILL DID NOT COME UP SO REMOVED VALVE. FOUND OUTER ORINGS WERE GOOD ON RELIEF VALVE SO INSTALLED IT BACK IN MACHINE. RESEARCHED SYSTEM MORE, THEN ISOLATED THE HITCH AND TOE CONTROL VALVES. CAPPED OFF LINE BEFORE VALVES AND VERIFIED THE PUMP BUILT PRESSURE LIKE IT SHOULD. R

08/17/2018	Service	4685	TROUBLESHOOT TRAVEL ELECTRONIC CONTROL	COMPLAINT: MACHINE WILL TURN OR INTERMITTENTLY GO INTO TRAVEL SPEED. CAUSE: ORING BROKE IN AUXILIARY RELIEF VALVE. RESULTANT DAMAGE: VALVE WOULD OPEN AT A LOWER PRESSURE THAN IT SHOULD. CORRECTION: BROUGHT MACHINE UP TO SHOP, THEN DATA LOGGED IT WHILE RAN IT AROUND. FOUND AFTER IT WARMED UP A LITTLE IT WOULD NOT GO BACK INTO TRAVEL MODE LIKE IT SHOULD. REMOVED PANELS AND INSTALLED A TEE SO COULD MONITOR PRESSURE GOING TO THE SHIFT VALVE. FOUND THE PRESSURE WAS DOWN AROUND 260 PSI AND IT SHOULD BE 600 PSI. CAPPED OFF SHIFT PRESSURE LINE TO MOTORS AND IT STILL WOULD NOT BUILD PRESSURE. CAPPED OFF BRAKE PRESSURE LINE AND FOUND IT WAS STILL LOW. TURNED IN THE PRESSURE REDUCING VALVE ADJUSTMENT SCREW AND PRESSURE STILL DID NOT COME UP SO REMOVED VALVE. FOUND OUTER ORINGS WERE GOOD ON RELIEF VALVE SO INSTALLED IT BACK IN MACHINE. RESEARCHED SYSTEM MORE, THEN ISOLATED THE HITCH AND TOE CONTROL VALVES. CAPPED OFF LINE BEFORE VALVES AND VERIFIED THE PUMP BUILT PRESSURE LIKE IT SHOULD. R
08/17/2018	Service	4685	REPLACE PRESSURE RELIEF VALVE	COMPLAINT: OLD RELIEF HAD SEAL FAIL AND IT NEEDS TO BE UPDATED WITH THE NEW STYLE RELIEF. CAUSE: INTERNAL SEAL FAILED. CORRECTION: INSTALLED THE OLD RELIEF AND COVER SO CUSTOMER COULD USE MACHINE, THEN GOT A NEW ONE ORDERED UP FOR IT. REMOVED ACCESS COVER, THEN PUT A VACUUM ON HYDRAULIC TANK, AND REMOVED THE OLD VALVE. INSTALLED THE NEW VALVE, THEN RAN MACHINE AND CHECKED PRESSURE. FOUND PRESSURE WAS TOO HIGH SO BACKED IT DOWN TO 600 PSI. INSTALLED COVER, THEN PARKED MACHINE.
08/17/2018	Service	4685	TROUBLESHOOT TRACK BELT	COMPLAINT: RIGHT HAND TRACK LIGHT IS ON AND ALARM IS BEEPING. CAUSE: RIGHT HAND TRACK TENSION CYLINDERS SUPPLY LINE LEAKED OIL. CORRECTION: HOOKED UP ET AND RAN A STATUS REPORT, THEN CHECKED INTO THE TRACK LAMP. FOUND LIGHT WOULD COME ON ONCE PRESSURE WAS UNDER 1300 PSI. HAD CUSTOMER UNLOAD MACHINE FROM TRAILER, THEN HOOKED UP A GAUGE TO FIND THERE WAS ONLY 1000 PSI IN TRACK TENSION CIRCUIT. LOOKED MACHINE OVER AND FOUND THERE WAS A HOSE THAT WAS SEEPING SOME.
08/17/2018	Service	4685	REPLACE TRACK ADJUSTER	COMPLAINT: SUPPLY HOSE TO TRACK TENSION CYLINDER LEAKS OIL. CAUSE: HOSE STARTED TO LEAK OVER TIME. CORRECTION: HOOKED UP A HOSE, THEN BLED THE PRESSURE OFF OF THE TRACK TENSION CIRCUIT. RAISED UP HOPPERS, THEN CHAINED THEM UP. PULLED TRACK UP OUT OF THE WAY SOME, THEN REMOVED THE OLD HOSE. GOT A HOSE MADE UP, THEN REPLACED ORINGS ON FITTINGS. INSTALLED THE NEW HOSE, THEN BLED THE AIR OUT OF TRACK TENSION CYLINDER. TIGHTENED UP TRACK, THEN REMOVED TOOLING. RAN MACHINE TO WASH BAY AND CLEANED OIL OFF AROUND TENSION CYLINDER AND TRACK AREA.
08/17/2018	Service	4685	REPLACE FUEL FILTER(S)	COMPLAINT: FUEL FILTERS NEED TO BE REPLACED. CAUSE: FILTERS ARE STARTING TO GET RESTRICTED FROM MATERIAL IN FUEL. CORRECTION: TOOK ENGINE PANELS LOOSE, THEN REPLACED THE FUEL FILTERS. MARKED THEM WITH HOURS, THEN RAN MACHINE TO CHECK FOR LEAKS. TIGHTENED DOWN PANELS, THEN PARKED MACHINE.
12/28/2018	Service	4968	PERFORM TECHNICAL ANALYSIS 1 INSP	
12/28/2018	Service	4968	WORK ORDER MACHINE	
12/28/2018	Service	4968	WORK ORDER MACHINE	
12/28/2018	Service	4968	PERFORM TECHNICAL ANALYSIS 1 INSP	
03/28/2019	Service	4968	WARRANTY EXPENSE-- W-65376	
03/28/2019	Service	4968	RESEAL QUICK COUPLER	COMPLAINT: SEVERAL QUICK COUPLERS ARE LEAKING. CORRECTION: REMOVED THE COUPLERS AND INSTALLED NEW ONES.
03/28/2019	Service	4968	REPLACE HYDRAULIC OIL/FILTER	COMPLAINT: THE HYDRAULIC FILTER BYPASS GAUGE IS SHOT. CAUSE: DIRT ETC INSIDE THE GAUGE. CORRECTION: THE GAUGE WAS REMOVED AND A NEW ONE INSTALLED.
03/28/2019	Service	4968	PERFORM SERVICE ON FINAL DRIVE(S)	COMPLAINT: FINAL DRIVES NEEDED TO BE SERVICED. CAUSE: PREVENTATIVE MAINTENANCE CORRECTION: DRAINED THE OIL OUT OF THE 4 GEAR REDUCER MOTORS AND FILLED THEM UP WITH OIL. CHANGED THE OIL IN BOTH THE PROPEL FINAL DRIVES.
03/28/2019	Service	4968	REPLACE AIR FILTER ELEMENT	COMPLAINT: REPLACE AIR FILTERS. CORRECTION: REPLACED AIR FILTERS.
03/28/2019	Service	4968	PERFORM PM-1 250 HOUR	
03/28/2019	Service	4968	RESEAL ENGINE OIL FILTER	COMPLAINT: ENGINE OIL LINES ARE LEAKING. CAUSE: O-RINGS ARE HARD ON THE FITTINGS. CORRECTION: CLEANED THE OIL LINES AND RAN THE MACHINE TO SEE IF THE HOSE WAS LEAKING, OR IF THE O-RINGS WERE LEAKING. FOUND THE O-RINGS TO BE LEAKING. REMOVED THE OIL FILTER LINES AND FITTINGS AND RESEALED THEM. REMOVED THE

03/28/2019	Service	4968	REPLACE PAVER VENTILATION SYSTEM	<p>COMPLAINT: VENTILATION MOTOR IS LEAKING.</p> <p>CORRECTION: REMOVED THE STACK, DISCONNECTED THE HYDRAULIC LINES, REMOVED THE BOLTS THAT HOLD THE PLATE ON, REMOVED THE MOTOR, AND FAN FROM AIR BOX. HAD TO SEPARATE THE MOTOR AND BLOWER. REMOVED THE 2 SET SCREWS AND USED 2 PRY BARS TO SEPARATE THE BLOWER FROM THE MOTOR SHAFT. REMOVED THE MOTOR, PLATE, AND BLOWER FROM THE MACHINE. THE BLOWER WAS FULL OF GUNK AND DIRT. PLACED THE BLOWER AND PLATE IN A BUCKET OF WATER AND SOAP FOR AN HOUR. CLEANED THEM AND LET THEM DRY. HAD TO SWAP FITTING OVER FROM THE OLD MOTOR TO THE NEW MOTOR. INSTALLED NEW O-RINGS ON THE ELBOWS. INSTALLED THE MOTOR ON THE PLATE AND TORQUED THE BOLTS TO BOOK SPEC. INSTALLED THE BLOWER IN THE AIR BOX, SLID THE BLOWER ON THE MOTOR SHAFT, AND INSTALLED THE SET SCREWS. BOLTED THE PLATE UP TO THE AIR BOX AND HOOKED UP THE HYDRAULIC LINES. INSTALLED THE STACK.</p>
03/28/2019	Service	4968	REMOVE AND INSTALL TIP CYLINDER	<p>COMPLAINT: CYLINDER SEAL WAS LEAKING. CAUSE: ROD END WAS WORN OUT AND COULD NOT GET A NEW ROD.</p> <p>CORRECTION: REMOVED THE CYLINDER FROM THE HOPPER AND INSPECTED IT. THE CYLINDER ASSEMBLY WAS REPLACED BECAUSE A ROD CAN'T BE PURCHASED SEPARATELY. INSTALLED THE CYLINDER USING THE ORIGINAL MOUNT PINS. TORQUED THE PIN MOUNT BOLTS. HOOKED UP THE HOSES AND GREASED THE PINS. OPERATED THE CYLINDER AND CHECKED FOR LEAKS. NO LEAKS WERE FOUND.</p>
03/28/2019	Service	4968	REPLACE TIP CYLINDER	<p>COMPLAINT: THE RIGHT HOPPER CYLINDER WAS LEAKING AND THE BORE IN THE ROD END IS EGG SHAPED.</p> <p>CORRECTION: A ROD CANT BE PURCHASED FOR THIS CYLINDER. A NEW CYLINDER WAS PURCHASED. SWITCHED OVER THE FITTINGS.</p>
03/28/2019	Service	4968	REPLACE FLOORPLATE	<p>COMPLAINT: WORN FLOOR PLATES AND DEFLECTOR PLATES THE CUSTOMER WANTS REPLACED. CORRECTION: AIR CHISELED AROUND THE EDGES OF THE PLATES AND REMOVED THE FLOOR PLATES. REMOVED THE EIGHT DEFLECTOR PIECES REMOVED THE MIX FROM THE EDGES AND FLOOR. INSTALLED PLATES ON THE LEFT SIDE AND TORQUED THE BOLTS. AFTER TORQUEING ALL THE FLOOR PLATE NUTS, INSTALLED THE 8 DEFLECTOR SECTIONS AND TORQUED THE MOUNT HARDWARE. ONE THREADED HOLE WAS DAMAGED, SO IT WAS DRILLED OUT, AND A HELICOIL WAS INSTALLED. WE INSTALLED THE REAR DEFLECTOR AND TORQUED THE MOUNT HARDWARE. THE TWO PANELS UNDERNEATH THAT NEED TO BE REMOVED TO ACCESS THE FLOOR PLATE NUTS WERE INSTALLED USING NEW HARDWARE. HAD TO WELD NUTS ON 7 OF THE 8 BOLTS TO GET THEM REMOVED. JACKED UP THE MACHINE AND REMOVED THE CRIBBING.</p>
03/28/2019	Service	4968	REPLACE CONVEYOR DRIVE	<p>COMPLAINT: THE BEARINGS ARE WORN OUT IN THE CONVEYOR DRIVES. CORRECTION: DISCONNECTED THE CHAINS AND REMOVED THE DRIVES, CLEANED THEM UP AND DISASSEMBLED THEM. INSTALLED NEW BEARINGS AND GEARS. THE SET SCREWS WERE LOCTITED AND TORQUED. INSTALLED THE RETAINING PLATES AND TORQUED THE HARDWARE. INSTALLED THE DRIVES AND TORQUED THE MOUNT HARDWARE. ALL THE GEARS/BEARINGS NEW TO PULLED OFF AND PRESSED BACK ON FOR ASSEMBLY. VERIFIED THE SHAFTS TURNED FREELY AFTER ASSEMBLY.</p>
03/28/2019	Service	4968	REPLACE	<p>COMPLAINT: THE FOUR CHAINS THAT MAKE UP THE TWO DRAG CHAIN ASSEMBLIES NEED TO BE REPLACED.</p> <p>CORRECTION: REMOVED THE CHAINS AND REMOVED THE ASPHALT FROM THE BAR ROLL PIN ENDS. REMOVED THE BARS AND POSITIONED THE NEW CHAINS FOR ASSEMBLY. INSTALLED THE BARS AND DROVE IN THE ROLL PINS. INSTALLED THE CHAIN ASSEMBLIES AND HOOKED UP THE MASTER LINKS. BENT OVER THE LOCK PINS AFTERWARDS. ADJUSTED THE CHAINS AND RAN THE DRIVES FOR AWHILE. RECHECKED THE TENSION AND INSTALLED THE LOCK RODS AND KEYS.</p>
03/28/2019	Service	4968	REBEARING AND RESEAL AUGER - SCRAPER	<p>COMPLAINT: WANT THE AUGER BEARINGS REPLACED AND WORN FLIGHTINGS REPLACED. CORRECTION: DISCONNECTED THE DRIVE CHAINS AND GREASE FITTINGS. PULLED THE BEARING ASSEMBLIES OFF AND WORN AUGER FLIGHTINGS. ASSEMBLED THE BEARING ASSEMBLIES AND TORQUED THE SET SCREWS. INSTALLED THE AUGER ASSEMBLIES AND TORQUED THE MOUNT HARDWARE. HOOKED UP THE DRIVE CHAINS AND TENSIONED THE CHAINS. OPERATED THE AUGERS AND GREASED THE BEARINGS AGAIN.</p>

				COMPLAINT: THE BEARING IS OUT OF THE RIGHT TRUCK HITCH ROLLER AND THE OTHERS NEED TO BE REPLACED. CORRECTION: REMOVED THE RIGHT LONG ROLLER ASSEMBLY AND FOUND THE BEARINGS HAVE FAILED. THE BORE IN THE ROLLER IS DAMAGED. INSTALLED NEW BEARINGS IN THE NEW ROLLER AND INSTALLED THE NEW SHAFT. TORQUED THE FOUR SET SCREWS AFTERWARDS. REPLACED THE BEARINGS IN THE LEFT ROLLER AND TORQUED THE SET SCREWS. THE MOUNT BOLTS FOR THE LONG ROLLERS WERE BENT, SO ALL FOUR OF THEM WERE REPLACED. REMOVED BOTH THE SMALL WHEEL ASSEMBLIES AND REPLACED THE BEARINGS. TORQUED THE RETAINING BOLTS AND GREASED THE WHEELS. INSTALLED THE WHEEL ASSEMBLIES AND TIGHTENED THE ADJUSTMENT BOLTS.
03/28/2019	Service	4968	REPLACE PAVER HITCH/PUSH ROLLER	COMPLAINT: REPLACE SEAT BELTS. CAUSE: NONE. CORRECTION: REMOVED OLD SEAT BELTS AND INSTALLED NEW ONES.
03/28/2019	Service	4968	REPLACE SEAT BELTS	
03/28/2019	Service	4968	REPLACE DASH	COMPLAINT: ONE DASH LIGHT IS OUT. CORRECTION: TOOK THE DASH APART. PLUGGED IN THE WIRES AND TESTED THE LIGHT, IT WORKED, SO THE DASH WAS PUT ALL BACK TOGETHER.
03/28/2019	Service	4968	REMOVE AND INSTALL SCREED	COMPLAINT: THE SCREED NEEDED TO BE REMOVED SO THE BACK OF THE MACHINE COULD BE WORKED ON. CORRECTION: DISCONNECTED THE HOSES AND ELECTRICAL. REMOVED THE TOW ARM MOUNT BOLTS AND UNHOOKED THE SCREED OUTSIDE. THE 70 PIN DEUTZ ELECTRICAL CONNECTOR WAS MISSING THE SEALS, SO THEY WERE ORDERED. AFTER THE WORK WAS DONE ON THE TRACTOR, HOOKED BACK UP TO THE SCREED, AND TORQUED THE MOUNT HARDWARE. HOOKED UP THE ELECTRICAL AND HOSES. OPERATED ALL THE SCREED FUNCTIONS AFTERWARDS TO MAKE SURE EVERYTHING WORKED. NO PROBLEMS WERE FOUND. TIED UP THE HARNESSES AND CLOSED UP THE PANELS.
03/28/2019	Service	4968	CLEAN. MACHINE	
03/28/2019	Service	4968	CLEAN. RADIATOR	COMPLAINT: MIX IN THE RADIATOR CORES. CAUSE: NO FAILURE, JUST NEEDS TO BE CLEANED. CORRECTION: OPENED UP THE PANELS AROUND THE RADIATOR. REMOVED THE SHROUD AND FAN ASSEMBLY. SCRAPPED THE HEAVY STUFF OFF AND SOAKED THE RADIATOR WITH ZEP. PRESSURE WASHED THE CORES OUT. BLEW OUT THE RADIATOR AND INSTALLED THE FAN/SHROUD. WHEN WE WERE DONE, LIGHT COULD BE SEEN THROUGH ALL THE CORES. CLOSED UP PANELS ETC.
03/28/2019	Service	4968	ADJUST MUFFLER	COMPLAINT: THE MUFFLER CLAMP NEEDS TO BE MOVED DOWN. CAUSE: MUFFLER NOT INSTALLED LOW ENOUGH AND ISN'T TIGHT. CORRECTION: MOVED THE CLAMP DOWN AND TIGHTENED THE NUTS.
03/28/2019	Service	4968	START/START-UP MACHINE	MACHINE WON'T START/DEAD BATTERIES ?? COMPLAINT: MACHINE WON'T TURN OVER. CORRECTION: HOOKED UP A BATTERY PACK TO THE MACHINE AND GOT IT RUNNING. BROUGHT IT IN THE SHOP.
03/28/2019	Service	4968	TEST/CHECK, ADJUST BATTERY	BOTH BATTERIES NEED TO BE CHARGED AND LOAD TESTED ?? COMPLAINT: THE BATTERIES NEED TO BE CHARGED AND LOAD TESTED. CORRECTION: CHARGED BOTH THE BATTERIES AND LOAD TEST THEM. BOTH BATTERIES BARELY PASSED THE LOAD TEST. SEGMENT ADDED TO REPLACE BROKEN GREASE FITTING FOR THE RIGHT OUTSIDE BEARING
03/28/2019	Service	4968	REPLACE LUBRICATION LINES/HOSES	?? COMPLAINT: SIX GREASE HOSES AND TWO FITTINGS ARE DAMAGED. CORRECTION: REMOVED THE FOUR BRAIDED HOSES FOR THE CONVEYOR DRIVE BEARINGS AND INSTALLED NEW ONES. TIED UP THE HOSES AND GREASED THE BEARINGS AFTERWARDS. COLT REPLACED THE TWO GREASE HOSES FOR THE OUTSIDE AUGER BEARINGS. THE FITTINGS FOR THE OUTSIDE CONVEYOR BEARINGS WERE BROKEN SO THEY WERE REPLACED.
03/28/2019	Service	4968	WELD SPIKE AUGER DRIVE	DRAIN HOLE NEEDS TO BE PUT IN BOTTOM OF AUGER HOUSING SO WATER CAN DRAIN OUT ?? COMPLAINT: MODIFY AUGER DRIVE FRAME. CORRECTION: HAD TO CLEAN THE GREASE OUT OF THE FRAME. DRILLED A 3/8 IN HOLE IN THE BOTTOM CENTER OF THE FRAME, SO IF WATER DOES GET IN THERE, IT CAN DRAIN. ALSO PUT A BEAD OF BLUE SILICONE AROUND THE OUTER COVER.
03/28/2019	Service	4968	WELD SPIKE UG SERIES-UNIVERSAL GOV	COMPLAINT: THE RIGHT CONVEYOR SHAFT WON'T PULL UP TIGHT ON THE OUTSIDE. CORRECTION: USED A CUT OFF WHEEL TO OPEN UP THE GAP BETWEEN THE TWO MOUNT AREAS, SO THERE WAS ENOUGH ROOM TO PULL TOGETHER. INSTALLED THE MOUNT HARDWARE, PULLED THE SHAFT ASSEMBLY TIGHT AGAIN, AND FOUND IT WOULD PULL ALL THE WAY TOGETHER AFTERWARDS.
				COMPLAINT: THE BATTERIES TESTED WEAK. CORRECTION: THE BATTERIES WERE LOAD TESTED ON ANOTHER SEGMENT

03/28/2019	Service	4968	REPAIR FLOORPLATE	COMPLAINT: THE DRAG CHAIN DIVIDER IS WORN DOWN TO THE TOP EDGE OF THREE MOUNT HOLES FOR THE DEFLECTOR PIECES. CORRECTION: PUT THREE BEADS ACROSS THE TOP EDGE OF THE DIVIDER TO BUILD UP THE WORN AREAS.
03/28/2019	Service	4968	REPLACE POWER TRAIN OIL LINES	COMPLAINT: THE HALF CLAMPS FOR THE PROPEL MOTOR ON THE LEFT SIDE ARE MISSING. CAUSE: BOLTS LOOSENED UP AND FELL OUT. CORRECTION: INSTALLED THE MISSING PARTS AND TORQUED THE CLAMP BOLTS.
03/28/2019	Service	4968	REPAIR SUPPORT & BRACES	COMPLAINT: THE NEW GUIDE RAILS FOR THE DRAG CHAINS WONT SIT FLAT ON THE LEFT SIDE. CAUSE: THE LEFT REAR GUIDE CROSS BAR IS BENT UP. CORRECTION: MOVED THE GUIDE BARS AND PUSHED THE CROSSBAR FLAT WITH A RAM. THE RIGHT SIDE WAS PUSHED UP A LITTLE AS WELL. IT WAS SANDED DOWN.
03/28/2019	Service	4968	REMOVE AND INSTALL SCREED	COMPLAINT: THE RIGHT TOWPOINT CYLINDER WAS LEAKING. CORRECTION: REMOVED THE PINS/HOSES AND REMOVED THE CYLINDER. AFTER RESEALING THE CYLINDER, PINNED IT BACK ON, AND HOOKED UP THE HOSES. OPERATED THE CYLINDER AND CHECKED FOR LEAKS. TOPPED OFF HYDRAULIC LEVEL.
03/28/2019	Service	4968	RESEAL SCREED	COMPLAINT: THE RIGHT TOW POINT CYLINDER WAS LEAKING OIL PAST THE HEAD SEALS. CORRECTION: REMOVED THE HEAD LOCK RING AND DISASSEMBLED THE CYLINDER. INSTALLED THE SEAL KIT AND ASSEMBLED THE CYLINDER. TORQUED THE PISTON NUT AND INSTALLED A NEW HEAD LOCK RING. RESEALED FITTINGS.
03/28/2019	Service	4968	INSTALL AUGER DRIVE	COMPLAINT: WANTED AUGER KICKERS INSTALLED ON THE LEFT AND RIGHT SIDES OF THE AUGER ASSEMBLIES. CORRECTION: INSTALLED THE SPACERS ON BOTH SIDES AND THE FOUR SECTIONS OF AUGER FLIGHTING. THE MOUNT BOLTS WERE TORQUED. CHECKED FOR PROPER OPERATION.
03/28/2019	Service	4968	REPAIR SUPPORT & BRACES	COMPLAINT: THE ENDS OF THE PLATE ARE CRACKED. CORRECTION: CLEANED UP THE CRACKED AREAS AND WELDED THEM.
03/28/2019	Service	4968	TROUBLESHOOT FUEL SYSTEM	COMPLAINT: FUEL PRESSURE REGULATOR NEEDS TO BE INSPECTED FOR WEAR. CORRECTION: REMOVED THE REGULATOR AND INSPECTED. INSTALLED A NEW REGULATOR AND HOOKED UP THE HOSE. TESTED AND FUEL PRESSURE WAS IN SPEC.
03/28/2019	Service	4968	RESEAL OIL LINES	SEGMENT ADDED TO RESEAL THE FUMES DISPOSAL MNT SEAL/HEUI LINE SEAL IS LEAKING AS WELL ?? COMPLAINT: OIL LEAKING FROM THE OIL MANIFOLD BELOW THE CRANKCASE BREATHER. CORRECTION: REMOVED THE MANIFOLD AND INSTALL A NEW MOUNT ORING. BOLTED IT BACK ON AND TORQUED THE BOLTS. THE PLATE/HOSE ASSEMBLY THAT GOES BETWEEN THE HEUI PUMP AND THE BLOCK IS LEAKING. REMOVED THE FLANGE END AND INSTALLED A NEW ORING. TORQUED THE MOUNT HARDWARE AND LATER CHECKED FOR LEAKS. THE LARGE PLUG IN THE AUXILIARY BLOCK ASSEMBLY THAT IS BOLTED TO THE FLOOR HAS LOOSENED AND THE ORING IS DAMAGED. LOOSENED THE PLUG AND INSTALLED A NEW ORING. TORQUED THE PLUG AND CLEANED UP THE AREAS. THE PLUG FOR THE TIMING HOLE IS LEAKING. REPLACED THE ORING AND TORQUED THE PLUG. RAN THE ENGINE AND CHECKED FOR LEAKS. NO OTHER LEAKS WERE FOUND. BOLTED THE DOORS SHUT AND CLOSED UP THE PANELS. THE ENGINE OIL LEVEL DIDN'T HAVE TO BE ADJUSTED.
03/28/2019	Service	4968	WARRANTY EXPENSE-- W-65376	
07/30/2019	Service	5135	TROUBLESHOOT TRUCK	COMPLAINT: SOMETIMES THE TRUCK HITCH CYLINDERS WONT MOVE. CAUSE: PRESSURE REDUCING VALVE IN THE TRUCK HITCH VALVE ISN'T FUNCTIONING PROPERLY. CORRECTION: CHECKED OPERATION OF THE TRUCK HITCH AND FOUND IT WOULD BARELY MOVE. THE SOLENOIDS ARE ACTIVATING. CHECKED PRESSURE AT THE MANIFOLD AND FOUND THERE WAS 250 PSI, SOMETIMES 500 PSI. DIDN'T HAVE A TEE WITH ME TO CHECK AVAILABLE PRESSURE TO THE VALVE REMOVED THE TEE FROM THE PARK BRAKE VALVE AND INSTALLED IT ON THE TRUCK HITCH SUPPLY HOSE. FOUND THERE WAS 2000 PSI COMING INTO THE VALVE AS THERE SHOULD BE. REMOVED THE CARTRIDGE VALVES AND PRESSURE REDUCING VALVE. INSPECTED THE SEALS ON ALL THREE AND NONE WERE BLOWN/DAMAGED. INSTALLED THE CARTRIDGES BACK IN THE VALVE AND OPERATED THE TRUCK HITCH AGAIN. WHEN TAPPING ON THE PRESSURE REDUCING VALVE, SOMETIMES THE AVAILABLE PRESSURE FOR THE TRUCK HITCH CIRCUIT WOULD INCREASE QUICKLY AND DROP BACK DOWN SHORTLY AFTER. THE PRESSURE REDUCING VALVE NEEDS TO BE REPLACED. REPLACED PRESSURE REDUCING VA
07/30/2019	Service	5135	REPLACE SUMMING/REDUCING VALVE	
07/30/2019	Service	5135	TRAVEL TO/FROM MACHINE	

03/18/2020	Service	5421	RESEAL CRANKSHAFT FRONT SEAL	COMPLAINT: FRONT MAIN SEAL LEAKING OIL. CAUSE: RESEAL FRONT MAIN. CORRECTION: REMOVED THE FAN BELT, UNBOLTED THE DAMPER AND PULLED IT OFF. CLEANED UP THE SEALING SURFACE AND PUT THE DAMPER IN THE CUDA. REMOVED THE FRONT SEAL. CLEANED UP THE FRONT COVER. DAMPER HAD A GROOVE IN IT. SEARCHED THROUGH SIS TO SEE IF THERE WAS A SPECIAL SEAL TO USE WITH A WEAR SLEEVE BUT THERE WAS NOTHING LISTED. INSTALLED A WEAR SLEEVE ON THE CRANK AND INSTALLED THE NEW MAIN SEAL IN THE FRONT COVER. INSTALLED THE DAMPER AND TORQUED IT DOWN. PUT THE BELT BACK ON AND RAN THE ENGINE, ALL OK.
03/18/2020	Service	5421	CLEAN. RADIATOR	LARGE AREA ON THE ENGINE SIDE OF RADIATOR THATS COVERED WITH MIX (NEED TO REMOVED THE FAN AND WASH THE RADIATOR OUT ?? COMPLAINT: RADIATOR HAD OIL AND ASPHALT ON IT. CAUSE: WASH COOLING PACKAGE. CORRECTION: REMOVED THE FAN GUARD AND FAN, WASHED OFF THE RADIATOR, SPRAYED IT DOWN WITH THE PAVEFORCE CLEANER AND LET IT SIT FOR A COUPLE MINUTES. WASHED EVERYTHING DOWN. REPEATED UNTIL CLEAN. WASHED DOWN THE ENGINE BAY GOOD TO MAKE SURE THE PAVEFORCE WAS GONE. CLOSED UP THE ENGINE BAY, INSTALLED THE FAN AND FAN GUARD. CLOSED UP THE REST OF THE PANELS AND PULLED THE MACHINE OUT. LOCKED ALL THE DOORS AND PUT THE SHIELDS BACK OVER THE OPERATOR PANELS.
03/18/2020	Service	5421	RESEAL OIL LINES	TURBO LINE ELBOW LEAKING ?? COMPLAINT: TURBO OIL SUPPLY LINE LEAKING. CAUSE: RESEAL LINE, REPLACE FITTING. CORRECTION: REMOVED THE OIL LINE, FITTING ON THE ENGINE HAD BAD THREADS. REPLACE WITH NEW. CLEANED UP THE LINE, INSTALLED THE NEW FITTING AND OIL LINE.
03/18/2020	Service	5421	REPLACE AIR FILTER ELEMENT	
03/18/2020	Service	5421	INSTALL MUFFLER MOUNTS	MUFFLER AND FUMES VENTILIATION PIPE SHOULD BE LOCKED TOGETHER SO THEY ARE SECURED BETTER WOULD HELP THE MUFFLER FROM BREAKING AT THE BASE ?? COMPLAINT: MUFFLER SHAKES WHEN MACHINE IS OPERATING. CAUSE: SECURE MUFFLER TO FUME STACK. CORRECTION: MODIFIED THE BRACKETS SO IT WOULD BOLT TO THE FUME STACK AND THE HALF PIPE WOULD CUP THE BACK OF THE MUFFLER. LOOKED FOR SOMETHING TO CLAMP THE MUFFLER IN PLACE, FOUND A HOSE CLAMP LARGE ENOUGH, MODIFIED THE BRACKET SO THE CLAMP COULD RUN THOUGH IT AND AROUND THE MUFFLER. TACKED THE BRACKET UP AND BOLTED IT IN PLACE TO CHECK FITMENT, ALL OK. WELDED UP THE BRACKET, GROUND THE WELDS AND PUT SOME PAINT ON IT. USED EXHAUST WRAP TO CUSHION THE MUFFLER IN THE BRACKET AND INSTALLED THE BRACKET. RAN THE ENGINE, MUFFLER WAS MUCH MORE STABLE NOW.
03/18/2020	Service	5421	ADJUST COMPARTMENT FLUID LEVEL	ENGINE OIL LEVEL A LITTLE LOW AND PUMP DRIVE COMPARTMENT LEVEL IS TO HIGH ?? COMPLAINT: PUMP DRIVE GEAR BOX OIL LEVEL WAS OVER FULL. CAUSE: DRAIN AND REFILL TO PROPER LEVEL. CORRECTION: UNBOLTED THE DRAIN LINE AND REMOVED THE CAP, LET THE BOX DRAIN WHILE DOING OTHER REPAIRS. LOOKED UP OIL AND CAPACITY FOR THE GEAR BOX, PLUGGED THE DRAIN LINE AND REMOVED THE CAP TO FILL THE BOX. STARTED PUMPING OIL IN BUT IT WAS BURPING BACK OUT OF THE FILL TUBE, REMOVED THE BREATHER AND FILLED THE GEAR BOX TO THE CENTER OF THE SIGHT GLASS. PUT THE FILL CAP BACK ON. CLEANED OUT THE BREATHER. INSTALLED BACK ON THE GEAR BOX.
03/18/2020	Service	5421	ADJUST DRIVE CHAIN	CROWN ADJUSTMENT CHAIN ON THE SCREED IS LOOSE .75 HR TO ADJUST ?? COMPLAINT: DRIVE CHAIN WAS LOOSE. CAUSE: ADJUST CHAIN. CORRECTION: LOOSENED UP THE MOUNTING AND TIGHTENED UP THE CHAIN. TIGHTENED UP THE BOLTS AND CHECKED AGAIN. OK.
03/18/2020	Service	5421	WELD LIFT CYLINDER SIMPLEX	BOTH THE SCREED LIFT CYLINDER BARREL END MOUNT BORES ARE WORN (LEFT SIDE MAKE NOISE) CAN WELD UP THE BORES TO TIGHTEN AND REPLACE PINS ?? COMPLAINT: THE PIN BORE FOR THE CYLINDERS THAT LIFT THE SCREED ARE EGGED OUT. CAUSE: LACK OF GREASE, WEAR OVER TIME. CORRECTION: REMOVED THE OLD PINS, TIPPED THE CYLINDER OUT OF THE WAY, COVERED THE SURROUNDING AREA WITH A WELD BLANKET, AND BUILT THE BOTTOM SIDE OF THE BORE WITH WELD. AFTER BUILDING THE LOWER HALF, USED A CARBIDE BURR TO TAKE DOWN THE HIGH SPOTS. BEFORE SWITCHING TO A BUFFING WHEEL TO SMOOTHLY BORE OUT THE HOLE TO FIT THE PIN. WHEN THE BORE WAS LARGE ENOUGH TO FIT THE PIN. GROUND THE

				SHOULD BE ABLE TO INSTALL LONGER BOLTS TO HOLD THE RIGHT TRUCK HITCH TIGHT ??? COMPLAINT: FRONT RIGHT ROLLER WAS LOOSE. CAUSE: ADJUST AND TIGHTEN. CORRECTION: PULLED THE BOLTS OUT AND TRIED TO FIND LONGER ONES. THE GRIP ON THE LONGER BOLTS WAS TOO BIG AND WOULDN'T LET THE BOLT THREAD IN FAR ENOUGH TO TIGHTEN UP THE ROLLER. PULLED THE ROLLER OUT AND INSPECTED, SLID IT BACK IN TO A SPOT WHERE THE BOLTS WERE NOT IN A LOW SPOT OR IN THE HOLE. TIGHTENED UP THE ROLLER AS IT SHOULD BE.
03/18/2020	Service	5421	TIGHTEN PAVER HITCH/PUSH ROLLER	
03/18/2020	Service	5421	CLEAN MATERIAL HOPPER	ASPHALT NEEDS TO BE REMOVED FROM THE AREA WHERE THE HOPPER LIFT CYLINDERS MOUNT (BUILDING UP IN CYLINDER MOUNT AREAS) 1 HR TO REMOVE ??? COMPLAINT: ASPHALT BUILT UP AROUND THE LIFT CYLINDERS FOR THE HOPPER. CORRECTION: RIGHT SIDE WAS COMPACTED BADLY. STARTED BREAKING UP THE ASPHALT WITH AN AIR HAMMER, PRY BARS AND CHISELS. GOT MOST OF IT OUT BUT COULD NOT GET AT THE WORST OF IT. USED A TORCH TO WARM IT UP AND BREAK THE ASPHALT UP UNTIL IT WAS CLEAN. VACUUMED UP THE MESS AND MOVED TO THE OTHER SIDE. REPEATED FOR THE LEFT SIDE.
03/18/2020	Service	5421	ADJUST AUGER - SCRAPER	SLIDE ADJUSTMENT FOR THE UP/DOWN IS LOOSE AND BINDS UP SOMETIMES WHEN MOVING IT. NEEDS TO BE ADJUSTED AND LUBRICATED. 2.5 HOUR JOB. ??? COMPLAINT: AUGER SLIDE NEEDED TO BE LUBED, SCREED SLIDES NEEDED TO BE CLEANED AND LUBED. CORRECTION: RAN THE AUGER DOWN AND SPRAYED EVERYTHING DOWN WITH DRY FILM, RAN THE AUGER UP AND DOWN AND KEPT SPRAYING DRY FILM ON IT. ALL OK. RAN THE SCREDS OUT AND CLEANED THE SLIDES WITH BRAKE CLEAN, COATED THEM IN DISH SOAP, CYCLED THEM BACK AND FORTH UNTIL THEY STOPPED CHATTERING. ALL OK.
03/18/2020	Service	5421	TROUBLESHOOT SCREED EXTENSION	VIBRATORY DOESN'T SEEM TO BE WORKING ON THE LEFT EXTENSION (NEED TO REMOVE PANELS AND INSPECT THE DRIVE) ?? COMPLAINT: LEFT SIDE VIBRATORY MOTOR DIDN'T SEEM TO BE WORKING. CAUSE: REMOVE PANEL AND INSPECT. CORRECTION: PULLED THE MACHINE FORWARD FAR ENOUGH TO SLID THE SCREED OUT ALL THE WAY. CLEANED THE BOT HOLES OUT AND REMOVED THE PANEL. RAN THE VIBRATOR AND IT WAS WORKING AS IT SHOULD. CHECKED THE SET SCREWS AND STARTED PUTTING THE PANEL BACK IN. ONE OF THE SPRING NUTS WAS BENT AND WOULDN'T STAY IN PLACE. FOUND THE PART AND ORDERED A NEW ONE. INSTALLED ON THE SCREED AND PUT THE PANEL BACK ON. ALL OK.
03/18/2020	Service	5421	ADJUST SCREED	TRACTOR TO SCREED HARNESS NEEDS TO BE TIED UP SO IT WON'T RUB ANYMORE. .75 JOB ??? COMPLAINT: HARNESS RUBBING ON SCREED WHEN LIFTED. CAUSE: PROTECT WIRES. CORRECTION: INSTALLED A HOSE GUARD ON THE WIRES AND TIED UP THE HARNESS.
03/18/2020	Service	5421	TROUBLESHOOT ENGINE	ENGINE RUNS ROUGH SOMETIMES/E390 EVENT FOR FUEL FILTER RESTRICTION LOGGED AGAIN WHEN IT WAS IN THE SHOP ?? COMPLAINT: ENGINE WOULD RUN ROUGH INTERMITTENTLY. CORRECTION: STARTED THE MACHINE OUTSIDE AND IT RAN AS IT SHOULD. LET IT WARM UP AND BROUGHT IT AROUND THE BACK OF THE SHOP AND GOT IT INSIDE. CHECKED FUEL PRESSURE, OK. LOOKED FOR A WAY TO HOOK A SIGHT GLASS INTO THE SUCTION SIDE OF THE SYSTEM, COULDN'T FIND THE RIGHT ADAPTERS. HOOKED INTO THE SYSTEM AFTER THE RETURN CHECK, NO AIR. RAN A MANUAL CUTOUT, #6 WAS A LITTLE WEAKER THAN THE OTHERS BUT NOT ENOUGH TO PURSUE. LEFT ALONE FOR NOW. LEFT THE SIGHT GLASS HOOKED UP AND HAD IT CONNECTED EVERY TIME THE ENGINE WAS STARTED, NO ISSUES. AFTER SERVICING THE ENGINE, COULD NOT GET THE PRIME BACK. REMOVED THE FILTER AND INSPECTED, INSIDE OF THE FILTER LOOKED WRONG, LOOKED LIKE A SOCK. CHECKED THE OLD FILTER AND IT DID NOT HAVE ANYTHING IN IT. CHECKED THE NEW FILTERS ON THE SHELF, SOME HAD THE
03/18/2020	Service	5421	PERFORM PM-1 250 HOUR	
03/18/2020	Service	5421	PERFORM TECHNICAL ANALYSIS 1 INSP	

07/30/2020	Service	5764	TROUBLESHOOT ELECTRIC DRIVE CONT PANEL	COMPLAINT: OPERATOR SELECT SWITCH DOESN'T WORK AND THERES AN ACTIVE CODE FOR IT. CAUSE: 122 POWER WIRE FROM THE 15 AMP BREAKER TO THE GAUGE LIGHTS (RIGHT CONSOLE) WAS SHORTED TO GROUND THROUGH THE LAMP HOUSING. CORRECTION: CHECKED TROUBLESHOOTING FOR THE ACTIVE 1763-02 CODE AND WENT THROUGH IT. VERIFIED THE SWITCH WAS WORKING AND CHECKED THE CONTROL WIRES BETWEEN THE SELECT SWITCH AND THE ECM. NOTHING WAS FOUND WRONG WITH A841 OR A844 CONTROL WIRES. CHECKED 122 BLUE WIRE FROM THE SWITCH BACK TO THE CIRCUIT BREAKER AND FOUND THE BREAKER WAS TRIPPED. RESET THE BREAKER AND FOUND IT WOULD TRIP RIGHT AWAY. THERE ARE THREE POWER WIRES COMING OFF THE BREAKER TERMINAL CUT THEM APART AND OHMED OUT THE WIRES. FOUND THE 122 WIRE THAT GOES OVER TO THE RIGHT OPERATOR STATION HAD CONTINUITY WITH GROUND. DISASSEMBLED THE CONSOLE TO ACCESS THE ELECTRICAL AND INSPECTED. THE 122 WIRE IS USED FOR THE MINIATURE LIGHTS (2), TACH AND PARK BRAKE SWITCH LIGHT. STARTED REMOVING THE POWER WIRES FROM THE LIGHT
07/30/2020	Service	5764	REPLACE CIRCUIT BREAKER	COMPLAINT: NEED TO REPLACE 15 AMP PROPEL CIRCUIT BREAKER TO VERIFY ITS NOT PART OF THE PROBLEM. CAUSE: REPLACING TO MAKE SURE THE BREAKER IS WORKING CORRECTLY. RESULTANT DAMAGE: NEED TO REPLACE 15 AMP PROPEL CIRCUIT BREAKER TO VERIFY ITS NOT PART OF THE PROBLEM. CORRECTION: REMOVED THE SCREWS FROM THE FRONT OF THE CENTER CONSOLE AND LOWERED THE CIRCUIT BREAKER BAR. REMOVED THE 15 AMP CIRCUIT BREAKER FOR THE PROPEL CIRCUIT AND INSTALLED A NEW ONE. INSTALLED THE WIRES AND TORQUED THE SCREWS. INSTALLED CIRCUIT BREAKER BAR MOUNT HARDWARE. LEFT LIFT CYLINDER MOVES DOWN TO FAST IN THE LOWER POSITION ??? COMPLAINT: SCREED WILL LOWER FAST ON THE LEFT SIDE. CAUSE: THE ELBOW THAT HAS AN ORIFICE IN IT WAS INSTALLED ON THE WRONG END OF THE CYLINDER. CORRECTION: OPERATED THE SCREED AND FOUND IT WOULD LOWER MUCH FASTER ON THE LEFT SIDE THAN THE RIGHT SIDE. CUSTOMER REBUILT THE CYLINDER RECENTLY. INSPECTED THE ELBOWS AND FOUND THE ONE WITH THE ORIFICE WAS ON THE BARREL END. RESEALED THE FITTINGS AND INSTALLED THEM IN THE CORRECT LOCATIONS. CHECKED OPERATION AND FOUND THE SCREED WILL LOWER AT THE SPEED IT SHOULD NOW.
07/30/2020	Service	5764	REPAIR SCREED	SEGMENT FOR REPLACING ALL THE MINIATURE DASH LIGHT TWO FOR EACH CONSOLE ?? COMPLAINT: DASH ILLUMINATION LIGHTS NEED REPLACING. CAUSE: INTERNALLY SHORTED TO GROUND. CORRECTION: REMOVED OLD LIGHTS FROM RIGHT CONSOLE AND WIRED IN. VERIFIED LIGHTS WORKED WITH KEY ON. DISASSEMBLED LEFT CONSOLE AND REPLACED LIGHTS. VERIFIED LIGHTS WORKED WITH KEY ON. REASSEMBLED CONSOLES. VERIFIED OPERATOR SELECT SWITCH NOW SWITCHES BETWEEN LEFT AND RIGHT SIDES. ALSO ABLE TO OPERATE MACHINE FROM BOTH LEFT AND RIGHT CONSOLES NOW. NEW LIGHT ASSEMBLIES ARE LED AND DO NOT REQUIRE A BULB.
07/30/2020	Service	5764	REPLACE DASH	
07/30/2020	Service	5764	TRAVEL TO/FROM MACHINE	

Fluid Analysis

Date	Hours	Compartment	Severity	Interpretation
03/12/2020	5,440	ENGINE	No Action Required	The test results indicate normal levels for this compartment. No excessive wear is indicated at this time. Continue to monitor by sampling at a recommended interval.
09/04/2019	5,270	ENGINE	No Action Required	The test results indicate normal levels for this compartment. No excessive wear is indicated at this time. Continue to monitor by sampling at a recommended interval.
02/20/2019	4,968	ENGINE	No Action Required	The test results appear to indicate normal levels for this compartment. More data and samples will be needed to form a good data trend. Continue to monitor by sampling at a recommended interval.
12/07/2017	4,511	AUGER DRIVE LEFT	Monitor	Because of the dark coloration of this oil we were unable to get an accurate Particle Count. Iron and Chrome are elevated. Consider checking the filter for debris and changing the oil. Continue to monitor.
12/07/2017	4,511	AUGER DRIVE RIGHT	Monitor	Iron and Chrome are elevated. Consider checking the filter for debris and changing the oil. Continue to monitor.
12/07/2017	4,511	CONVEYOR DRIVE RIGHT	No Action Required	The test results appear to indicate normal levels for this compartment. More data and samples are needed to form

12/07/2017	4,511	ENGINE	No Action Required	The test results appear to indicate normal levels for this compartment. More data and samples are needed to form a good wear trend. Continue to monitor by sampling at the recommended interval.
12/07/2017	4,511	FINAL DRIVE REAR LEFT	Monitor	The viscosity is testing higher than the 30WT that was reported on the label. Lead is elevated. The other test results appear to indicate normal levels for this compartment. Elevated Lead levels can indicate a chemical reaction with the oil or possible bearing wear.
12/07/2017	4,511	FINAL DRIVE REAR RIGHT	Monitor	Lead is elevated. The other test results appear to indicate normal levels for this compartment. Elevated Lead levels can indicate a chemical reaction with the oil or possible bearing wear.
12/07/2017	4,511	HYDRAULIC SYSTEM	No Action Required	The test results appear to indicate normal levels for this compartment. More data and samples are needed to form a good wear trend. Continue to monitor by sampling at the recommended interval.
12/07/2017	4,511	PUMP DRIVE	Monitor	PQ, Iron, and Chrome are elevated. Change oil and filter if you have not already done so. Inspect any filters or screens. Monitor operating temperatures closely. Continue to monitor.

Configuration

Configuration Code	Price List	Description
2675625	MAC1	TRACK, MTS, TREADBAR
2675625	MAC1	TRACK, MTS, TREADBAR
2370305	MAC1	PUMP, DIESEL
2370305	MAC1	PUMP, DIESEL
2309656	MAC1	GENERATOR
2309656	MAC1	GENERATOR
2350361	MAC1	VENTILATION SYSTEM
2350361	MAC1	VENTILATION SYSTEM
2412645	MAC1	INSTRUCTIONS, ENGLISH
2412645	MAC1	INSTRUCTIONS, ENGLISH
2353547	MAC1	WIRING, ELECTRIC SCREED HEAT
2353547	MAC1	WIRING, ELECTRIC SCREED HEAT
2353549	MAC1	PANEL, POWER SUPPLY, AUX
2353549	MAC1	PANEL, POWER SUPPLY, AUX
2335034	MAC1	PEDALS, DECELERATOR
2335034	MAC1	PEDALS, DECELERATOR
1959753	MAC1	KIT, UPTIME
1959753	MAC1	KIT, UPTIME
2093126	MAC1	CONTROL, TSD
2093126	MAC1	CONTROL, TSD
2093131	MAC1	CONTROL, TSD SONIC TYPE
2093131	MAC1	CONTROL, TSD SONIC TYPE
2293162	MAC1	LINES, SPRAY DOWN
2293162	MAC1	LINES, SPRAY DOWN
3187418	MAC1	PRODUCT LINK, PL321
3187418	MAC1	PRODUCT LINK, PL321
2362086	MAC1	HITCH, HYDRAULIC TRUCK, MTS
1458519	MAC1	CONTROL, FEEDER, SONIC
2431852	MAC1	10-20B, SPECIAL ARRANGEMENT 2
2430329	MAC1	KIT, 18" AUGER EXTENSION
1876649	MAC1	UMBRELLA, CAT
0P0210	MAC1	PACK, DOMESTIC TRUCK
1994196	MAC1	GUIDE, STEERING
0P4592	MAC1	INLAND FREIGHT, HEAVY/WIDE
2362086	MAC1	HITCH, HYDRAULIC TRUCK, MTS

2430329	MAC1	KIT, 18" AUGER EXTENSION
2431852	MAC1	10-20B, SPECIAL ARRANGEMENT 2
1876649	MAC1	UMBRELLA, CAT
1994196	MAC1	GUIDE, STEERING
7R4741	MAC1	HOSE, 30' WITH SPRAY WAND

After Order Configuration

Date	Description	Repair Cost	Notes
04/03/2009	INSTALL GAUGES&INDICATORS	\$153.98	
09/06/2019	INSTALL MATERIAL HOPPER	\$27.77	LEFT HOPPER CYLINDER PIN BOLT WAS MISSING ?? COMPLAINT: UPPER LEFT HOPPER CYLINDER PIN RETAINING BOLT WAS MISSING, REPLACE BOLT. CORRECTION: LOOKED UP AND ORDERED BOLT, INSTALLED BOLT WHEN IT ARRIVED.

Attachments

Manufacturer Name	Attachment Serial No.	Attachment Id	Mfg Year	Description	Updated Date
CATERPILLAR	0X0104825	X014825			06/30/2009
CATERPILLAR	0X0104825	X014825			06/30/2009
CATERPILLAR	X014825	X014825			06/30/2009

PIP / PSP

Start Date	End Date	PIP No.	PIP Type	Hrs Req.	Description	Status
06/11/2008	03/31/2009	PS42720	C	1.00	Updating product link software	Complete
01/07/2015	11/30/2015	PS44551	C	1.00	Replacing the engine software on certain	Expired
12/21/2016	12/31/2018	PS45339	C	2.00	Replacing the hopper lift cylinder pins	Expired

Historical Warranty

Product Code	Description	Start Date	End Date	Start Hours	End Hours
PSPS	SF PSP/PIP WARRANTY	04/27/2009	05/27/2009	0	0
2EMS	EM SERVICES LEVEL 2	05/19/2016	12/31/2017	0	99999
2EMS	EM SOLUTIONS LEVEL 2	05/19/2016	12/31/2017	0	99999
MLGS	SF AG STD WARR MILEAGE	04/27/2009	10/27/2009	0	0
MLGS	SF INDUST STD MILEAGE	04/27/2009	10/27/2009	0	0
MLGS	STD WARR MILEAGE/TOW	04/27/2009	10/27/2009	0	0
1CTD	CAT DAILY	04/27/2009	04/27/2021	0	99999
1EMS	EM SERVICES LEVEL 1	03/15/2017	12/31/2017	0	99999
G2GS	SF BMC STD EXTENDED	04/27/2009	04/27/2010	0	1500
1EMS	EM SOLUTIONS LEVEL 1	03/15/2017	12/31/2017	0	99999
G6AS	SF 6 MO STD W/VA INSURENC	04/27/2009	10/27/2009	0	0
MLGS	SF STD WARR MILEAGE	04/27/2009	10/27/2009	0	0
PSPS	PSP/PIP WARRANTY	04/27/2009	05/27/2009	0	0
PSPS	SF AG PSP/PIP WARRANTY	04/27/2009	05/27/2009	0	0
PSPS	SF OEM ENGINE PSP/PIP	04/27/2009	05/27/2009	0	0