

Stock Number:	50953	Status:	Description: HM300-2	Make/Model: KM	Date Added:	Date Modified:
		Invoiced	Articulated Dump Truck	HM300-2	11/08/2007	06/24/2021

Ship To	Location		
	Kansas City, KS		
SAME AS BELOW	Date	Time	Page
	11/25/19	22:58:43 (B)	01
Sold To	Account Number	Phone Number	Invoice Number
			S47742
	Ship Via	Purchase Order	
	FW		
	P.S.T. Number	F.S.T. Number	
	Salesperson		

Description					
STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
50953	HM300-2 Articulate	14183	2297	04/29/09	8700 S1
3	HM300-2		C492976 SN 563228		

SEGMENT# 1 C RCS NA 09/05/19 09/05/19					
ENGINE SMOKE/BLOWBY					
COMPLAINT:					
ENGINE BLOW BY,LOW POWER,EXCESSIVE SMOKE					
CAUSE:					
BLOW BY IN SPEC,FUEL PRESSURE INTERMITTENTLY DROPPING					
CORRECTION:					
9-13-19 NCB GATHERED TOOLS I THOUGHT I MIGHT NEED,DROVE TO					
JOB,HOOKED UP THE MANOMETER,RAN AND WARMED UP					
MACHINE,CHECKED THE BLOW BY,AT HIGH IDLE I HAD 1.5					
INCHES,AT FUEL HIGH IDLE FULL STALL I HAD 2.5 INCHES,SPEC					
IS UP TO 11 INCHES,BLOW BY IS IN SPEC,STARTED LOOKING AT					
THE POWER ISSUE,ENGINE DID SEEM TO SMOKE A BIT MORE THAN IT					
SHOULD,DID A CYLINDER CUTOUT TEST,SOME OF THE INJECTORS					
SOUNDED WEAK,PERFORMED AN INJECTOR LEAKAGE TEST,HAD 250ML					
OF LEAKAGE,TEST GOOD,HOOKED IN A PRESSURE GAUGE AND FOUND					
THE FUEL PRESSURE AT 20 PSI LOW IDLE BUT WOULD DROP TO 6-7					
PSI AND SOMETIMES COME BACK UP,NEED TO START BY CHANGING					
THE FUEL FILTERS,LET MIKE KNOW WHAT I FOUND,CALLED ROGER					
AND LEFT HIM A VOICEMAIL,DROVE BACK,120 MILES					
9-16-17 NCB SPOKE WITH MIKE AND ROGER,ROGER IS CONVINCED					
THAT THERE IS AN ENGINE ISSUE CONCERNING THE BLOW BY,MIKE					
WANTED ME TO UNHOOK THE TURBO DRAIN LINE AND CHECK BLOW BY					
AGAIN,DROVE TO JOB,REMOVED FUEL FILTERS,INSTALLED NEW					
ONES,MARKED THE HOURS,RAN AND STILL HAD FUEL PRESSURE					
ISSUES,IF ROGER WANTS TO PURSUE,THIS ISSUES I WILL NEED TO					

INSPECT THE PUMP COMPONENTS,BUT NOW HE IS CONCERNED WITH

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THE BLOW BY,HOOKED UP MANOMETER,RECHECKED THE BLOW BY WITH THE MACHINE WARM,SAME RESULTS,REMOVED GUARDS,REMOVED THE TURBO DRAIN LINE,CLEANED OFF THE GASKETS,FOUND A TUBE IN THE TIER 4 KIT,HOOKED IT AND A HOSE TO THE TURBO,HOOKED DRAIN LINE TO THE BLOCK,RAN THE TEST AGAIN WITH THE SAME RESULTS,SPOKE WITH MIKE AND ROGER,ROGER SAID HE WOULD RUN THE MACHINE THE NEXT DAY AND SEE HOW IT DOES AND DECIDE IF HE WANTS TO CHASE THE POWER(FUEL ISSUE,HOOKED DRAIN LINE BACK TO TURBO WITH NEW GASKETS,INSTALLED GUARDS PUT OIL IN THE ENGINE SINCE I LOST SOME DOING THE TEST,RAN,HAD NO LEAKS OR ISSUES,DROVE BACK 120 MILES 14,183 HRS

ADDITIONAL DESCRIPTION:

CR6251-B0-0020	ENG CMPT	1-
FRTIN	INBOUND FRT	1
FRTOUT	OUTBOUND FRT	3
	NDA FRT OUT FOR KOWA SAMPLE	
H-152	3/4" HTR HOSE	3
KOWA	OIL KIT	1
R6251-B0-0020	ENG CMPT	1
CR6251-B0-0020	ENG CMPT	
SUBLETL	SAMPLE RUSH	1
S1400159H2	AX080	3
S1400502H2	TO10W OIL	8
01050-61260	BOLT	1
04120-21760	V-BELT	1
04121-22269	*V-BELT	1
1400164H1	COOLANT	16
1401100H2	1GAL 15W40	2
56B-02-11591	GASKET P60	1

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56D-03-11621	HOSE				1
56D-03-11632	HOSE				1
600-185-6100	ELEMENT ASS,AIR				1
600-319-3550	CARTRIDGE				1
600-319-4800	CARTRIDGE				1
6150-21-6710	BREATHER				1
6151-11-5280	RING				2
6151-51-8151	GASKET				1
6154-51-8310	GASKET				1
6221-81-6810	GASKET				1

10355001	PARTS	
	LABOR	
	SUBLET	
	SEGMENT TOTAL==>	49413.55
***** WORK ORDER TOTALS *****		
	PARTS	
	LABOR	
	SUBLET	
	Shop Supplies	
	Waste Disposal	
	DISCOUNT	
	Total Charge	