

User: E130

Catalog #:

12M Motor Graders, 2009
SN: 0B9F00378Current Hours (SMU): 7750
Sale Date: 02/19/2010

Delivery Date: Unknown

Service History

Service Date	Invoice Type	Hours	Description	Service Notes
01/31/2014	Service	4308	TROUBLESHOOT ENGINE	COMPLAINT: CUSTOMER HAD ENGINE RUNNING AT A FAST IDLE TO WARN UP. CAUSE: CAME BACK A LITTLE LATTER TO OPERATE MACHINE WHEN CUSTOMER IDLED DOWN ENGINE TO LOW IDLE AND PUT TRANSMISSION IN GEAR TO MOVE CUSTOMER HEARD A METAL PING NOISE FROM ENGINE CUSTOMER SHUT OFF ENGINE. CORRECTION: HOOKED UP LAPTOP GOT INTO E. T. NO ACTIVE CODES NOR NO LOGGED CODES. DID A SOLENOID TEST THEY ALL PASTED. DID A RAIL SOLENOID TEST IT PASTED. HELD KEY START SWITCH IN START POSITION WAITED FOR STARTER TO BUILD UP OIL PRESSURE THEN WHEN STARTER KICKED IN ENGINE ROLLED TO THUD AND STOPPED, DID NOT TRY ANYMORE. GOT OUT OPENED UP ENGINE ENCLOSURE DOORS AND SAW OIL DRIPPING OFF OF EXHAUST MANIFOLD AND TURBO HOT HOUSING. ENGINE DROPPED A VALVE.
01/31/2014	Service	4308	MOVE MACHINE	COMPLAINT: ENGINE LOCKED UP AND MACHINE NEEDED TO GET MOVED ONTO TRUCK SO WE COULD GET IT TO OUR SHOP AND THE ENGINE OUT. CAUSE: 299-6957 PLUG FELL INTO CYLINDER. CORRECTION: MACHINE WAS NOT RUN ABLE AND WE NEEDED TO GET IT LOADED ON A TRUCK. REMOVED DRIVE SHAFT SO MACHINE WOULD ROLL AND THEN RAN TWO WIRES TO THE SECONDARY STEERING PUMP SO WE WOULD BE ABLE TO GET THE IMPLEMENTS OFF THE GROUND AND BE ABLE TO STEER IT. GOT MACHINE PUSHED ON A TRAILER AND CUSTOMER BROUGHT IT TO OUR SHOP. PUSHED MACHINE OFF OF THE TRAILER INTO THE SHOP USING THE SECONDARY STEERING PUMP TO STEER AND ARTICULATE IT. REINSTALLED DRIVE SHAFT AT THIS TIME.
01/31/2014	Service	4308	REMOVE AND INSTALL ENGINE	COMPLAINT: INSTALLED A NEW ENGINE. CAUSE: THE OLD ENGINE WAS LOCKED UP. CORRECTION: DRAIN COOLANT, POWER TRAIN OIL, HYDRAULIC OILS INTO CLEAN CONTAINERS AND COVERED THE CONTAINERS. REMOVED HOOD, AND REAR HYDRAULIC STRUCTURE, THEN PROCEEDED TO REMOVE ENGINE BY REMOVING EVERYTHING ATTACHED TO IT REMOVED THE A/C COMPRESSOR AND LAID IT OFF TO THE SIDE DIDN'T HAVE TO RECOVER THE A/C SYSTEM. THEN UNBOLTED AND REMOVED THE OLD ENGINE. INSTALLED THE NEW ENGINE INTO THE MACHINE AND HOOKED EVERYTHING UP IN REVERSE ORDER RESEALING LINES AS WENT TOGETHER THEN FILLED WITH THE OLD HYDRAULIC AND POWER TRAIN OIL AND FILLED WITH NEW ENGINE OIL AND ANTIFREEZE. MACHINE HAD MULTIVAC ON IT PRELUBED THE ENGINE, AND STARTED IT UP. THE MACHINE STARTED RIGHT UP HAD TO CALIBRATE THE ENGINE FAN SPEED MAXIMUM TO 1450 RPM AND MINIMUM TO 600 RPM. WASHED THE MACHINE OFF AND CHECK FOR LEAKS DIDN'T FIND ANY. INSTALLED ALL THE GUARDS AND PANELS BACK ON THE MACHINE. THE SERIAL NUMBER FOR THE OLD ENGINE WAS C6E12309 AR
01/31/2014	Service	4308	DSASSEMBLE & ASSEMBLE ENGINE	COMPLAINT: ENGINE WAS LOCKED UP. CAUSE: FOUND AFTER DISASSEMBLING THE ENGINE 5 OF THE SIX PLUGS IN THE GLOW PLUG HOLES HAD BROKEN THE TIPS OFF AND GOT ON TOP THE PISTON. CORRECTION: REMOVED THE VALVE COVER ALL 6 HIGH PRESSURE LINES, ROCKER SHAFT AND ALL PUSH TUBES, AND REMOVED ALL 6 INJECTORS. UNBOLTED AND REMOVED ANY OTHER COMPONENTS ATTACHED TO THE CYLINDER HEAD. UNBOLTED AND REMOVED THE CYLINDER HEAD. FOUND #1 PISTON WAS BEAT ALL UP AND LOTS OF METAL ON TOP THE PISTON. ALL 4 VALVES FOR #1 WERE BROKEN OFF OF THE STEMS AND ALSO FOUND 5 OF THE 6 PLUGS IN THE GLOW PLUG HOLES HAD BROKEN THE TIPS OFF AND GOT ON TOP OF THE PISTONS. REASSEMBLED THE ENGINE FOR THE CORE.

01/31/2014	Service	4308	MOVE OTHER ENGINE COMPONENTS	COMPLAINT: NEW ENGINE DID NOT COM INSTALLED WITH SOME OF THE COMPONENTS. CAUSE: OLD ENGINE WAS DAMAGED AND WE ORDERED A NEW ENGINE. CORRECTION: SWAPPED ALL THE PARTS FROM THE OLD ENGINE TO THE NEW ENGINE THAT THEY DIDN'T COME WITH. FRONT ENGINE MOUNTS, FLYWHEEL HOUSING, LIFTING BRACKETS, MUFFLER BRACKET, STARTER, AND ELECTRICAL BRACKETS AND HARNESS..
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