

10x

Ship to: ADVANCED CONCRETE TECHNOLOGY, INC

Invoice to: ADVANCED CONCRETE TECHNOLOGY, INC  
PO BOX 375  
WILLARD MO 65781

Attention: Primary Contact

## SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN
C008630	D65EX-18 Crawler D	1577	90279
	D65EX-18		SAA6D114E-6 2691

SEGMENT# 1 C 101 NA 03/29/22 03/28/22

REPAIR INSTALL REMAN ENGINE

COMPLAINT:

INSTALL REMAN ENGINE

CAUSE:

COMPRESSION LOW

CORRECTION:

USED RENTAL MACHINE TO PULL DOZER FROM THE TRANSPORT TRUCK. BROUGHT THE MACHINE INTO THE SHOP, PLACED THE PALLETS OF TAKE OFF PARTS NEXT TO THE MACHINE. FINISHED DISCONNECTING THE WIRING AND HOSES FROM THE ENGINE, USED CRANE TO LIFT OUT THE ENGINE. DISASSEMBLED THE ENGINE, DURING DISASSEMBLY FOUND BOLTS BROKEN OFF IN BLOCK AND SENSOR HOLES CORRODED OUT. INSPECTED ALL PARTS AND MADE A PARTS ESTIMATE WITH REBUILD AND REMAN OPTIONS. CUSTOMER CHOSE THE REMAN OPTION, ASSEMBLED OLD ENGINE FOR A CORE. SWAPPED OVER PARTS TO REMAN ENIGNE AND INSTALLED THE REMAN ENGINE INTO THE MACHINE, LOCATED THE PLACEMENT FOR ALL HOSES AND ELECTRICAL. DURING THE INSTALLATION OF THE DPF/SCR UNIT FOUND THAT THERE WAS A BRACKET MISSING, ORDERED METAL AND MADE A NEW MOUNTING BRACKET. COMPLETED INSTALLATION OF THE DPF/SCR UNITS. FILLED THE COOLANT SYSTEM WITH KOMATSU SUPER COOLANT AND TOPPED ENGINE OFF WITH 15W-40 OIL. WENT TO BLEED THE AIR FROM THE FUEL SYSTEM AND FOUND NO FUEL COMING FROM TANK. REMOVED THE VALVE FROM THE TANK AND FOUND STRAINER PLUGGED WITH RUST, CLEANED THE STRAINER, VALVE AND SUPPLY HOSES. INSTALLED NEW FUEL FILTERS AND PRIMED THE SYSTEM. INSTALLED THE HOOD WITH AND A NEW AIR CLEANER ASSEMBLY DUE TO THE ORIGINAL WAS CORRODED. PLUMBED IN A

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GAUGE TO READ THE OIL PRESSURE WHEN FIRED UP., AT START UP HAD 50 PSI AT LO IDLE AND 75 PSI AT HIGH. CHECKED FOR LEAKS AND FOUND NONE. CHECKED AND ADJUSTED ALL FLUID LEVELS AND PUT MACHINE INTO AN ASH RECALIBRATION REGENERATION FOR 2.5 HOURS. DURING TESTING OF THE ENGINE FOUND ENGINE WOULD START AND RUN FROM A COLD SETTING, ONCE ENGINE WAS STARTED AND HEATED UP THE ENGINE WOULDN'T START BACK UP. CONNECTED THE COMPUTER TO THE MACHINE AND CHECKED PARAMETERS, ENGINE RPM, BOOST, ATMOSPHERIC PRESSURE, RAIL PRESSURE COMMAND AND ACTUAL. STARTED MACHINE AND RAN A DATA LOG, RAN MACHINE FOR 30 WITH FIRST LOG AND SHUT OFF MACHINE. TRIED TO START MACHINE AGAIN WITH NO LUCK, ALL PARAMETERS WHERE THE EXACT SAME AS ORIGINAL START UP. CONTINUED TROUBLESHOOTING ON WARRANTY TICKET.FINISHED INSTALL OF ALL TIN WORK THAT WAS SENT WITH THE MACHINE.

CR6535-01-0020	DPF ASSY
CR6747A00010T4	ENGINE ASM
EP904D	BATTERY
FRTIN	INBOUND FRT
MISC METAL	metal
NBH H155	HEATER HOSE
NBH 152	3/4 heater hose
R6535-01-0020	DPF ASSY
CR6535-01-0020	DPF ASSY
R6747A00010T4	ENGINE ASM
CR6747A00010T4	ENGINE ASM
S1400506H2	TO30W
S1401102H2	15W40 OIL
01010-E1240	BOLT
01011-E1210	BOLT

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01252-80410	BOLT		2	N
01580-01210	NUT		1	
01580-11613	NUT		16	
01582-01008	NUT		3	
01582-11210	NUT		2	
01640-20408	WASHER		2	N
01643-31232	WASHER		6	
01643-32060	WASHER, CARR RO		8	
02896-11012	O-RING		1	
02896-11015	O-RING		2	
07000-15160	O-RING		1	
07000-15360	O-RING		2	N
07002-11823	O-RING		1	
07002-12434	O/RING		2	
07005-01212	SEAL		8	
07012-50085	OIL SEAL		1	
07058-00005	ELEMENT		1	N
07058-00006	RING		1	N
07283-37663	CLIP		1	N
07299-00080	CLAMP		2	
14X-06-75221	CABLE		1	N
1400SC100	50/50COOLANT 1G		12	
1401100H2	1GAL 15W40		1	
1401750H1C	DEF		15	
426-07-32442	FILTER		1	
600-211-1341	CARTRIDGE, OIL		1	
600-311-3630	SEAL		1	
600-311-3670	SEAL		1	
600-311-3690	O-RING		1	
600-319-3610	CARTRIDGE &		1	

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600-319-3750	FUEL FILTER	1	
6252-81-7300	AIR CLEANER	1	N
6252-81-7900	SENSOR	1	O
6253-11-5170	GASKET	1	
6263-81-8820	BOLT	1	N
6534-91-1130	GASKET	6	
6535-91-1130	GASKET	1	
6732-71-6510	SCREW, BANJO	2	
6746-11-4110	HOSE	1	N

10355001

SEGMENT T

SEGMENT# 2 C CUST NA 03/29/22 03/28/22

REPAIR FAN CODING

COMPLAINT:

FAN CODING DLM3MB FAN SPEED SENSOR

CAUSE:

INTERNAL FAILURE WITH THE SPOOLS AND SOLENOIDS

CORRECTION:

MACHINE IS CODING DLM3MB FAN SPEED SENSOR AND THE HYDRAULIC OIL WAS OVERHEATING.

PERFORMED TROUBLE SHOOTING FOR CODE DLM3MB, AFTER ALL TROUBLESHOOTING WAS PERFORMED FOUND THAT THE FAN MOTOR HAS AN INTERNAL FAILURE. OPEN THE FRONT GRILL TO GAIN ACCESS TO THE FAN MOTOR ASSEMBLY, MARKER AND REMOVED THE HYDRAULIC TUBES AND ELECTRICAL. REMOVED THE MOTOR FROM THE MACHINE, SWAPPED OVER THE MOUNTING BRACKET, HYDRAULIC FITTINGS AND FAN HUB. INSTALLED THE FAN MOTOR INTO THE MACHINE AND CONNECTED THE HYDRAULIC TUBES AND ELECTRICAL. BLEED THE AIR

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FROM THE SYSTEM, INSTALLED NEW HYDRAULIC FILTER AND  
ADJUSTED HYDRAULIC OIL LEVEL. RAN MACHINE AND CHECKED FOR  
LEAKS, FOUND NONE. PERFORMED AN ASH RECALIBRATION  
REGENERATION THAT LASTED FOR 2.5 HOURS, DURING THE  
REGENERATION THE MACHINE NEVER CODING OR OVER HEATED.  
CLOSED THE FRONT GRILL AND INSTALLED MOUNTING HARDWARE.

FRTIN	INBOUND FRT	1
423-60-45461	ELEMENT	1
708-7S-00680	XMOTOR ASS'Y	1

10355001 SEGMENT

SEGMENT# 3 C 101 NA 03/29/22 03/28/22

REPAIR A/C LEAKING

COMPLAINT:

A/C SYSTEM NOT HOLDING CHARGE

CAUSE:

O-RINGS AT CONNECTIONS

CORRECTION:

STARTED TO INSTALL THE A/C COMPRESSOR AND FOUND ADJUSTMENT  
BOLT BROKEN OFF, EXTRACTED THE BROKEN AND INSTALLED  
COMPRESSOR WITH BELT. VACUUMED DOWN  
SYSTEM, FOUND THAT THE SYSTEM WOULDN'T HOLD CHARGE. STARTED  
TO  
TROUBLESHOOT A/C SYSTEM  
NOT HOLDING CHARGE, CONNECTED A/C GAUGES TO THE SYSTEM.  
CONNECTED NITROGEN BOTTLE TO THE SYSTEM AND PRESSURIZED,  
FOUND SEVERAL  
CONNECTION POINTS LEAKING. REMOVED THE CONNECTION POINTS

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AND REPLACED O-RINGS, ASSEMBLED A/C SYSTEM AND PLACED SYSTEM UNDER VACUUM. A/C SYSTEM HELD VACUUM FOR 30 MINUTES WITH NO ISSUES, PUMPED 10Z OF R134 OIL INTO THE SYSTEM BEFORE CHARGING. CHARGED THE SYSTEM WITH R134, LET SYSTEM CYCLE FOR 30 MINUTES WITH A 30-DEGREE DROP. REMOVED GAUGES AND PUT CAPS ON A/C PORTS.			
INSPECTED SYSTEM AND VERIFIED ALL CLAMPS WERE INSTALLED			
PR134		REFRIDGERENT	2
TEM 801651		46 PAG OIL	1
04120-21743		V-BELT	1
20Y-979-3150		O-RING	3

10355001 SEGMENT

SEGMENT# 4 C CUST NA 03/29/22 03/28/22

REPAIR EXTRACT BROKEN BOLTS

COMPLAINT:

EXTRACT BROKEN BOLTS

CAUSE:

BOLTS CORRODED AND BROKEN OFF

CORRECTION:

FOUND 13 BOLTS BROKEN AND CORRODED IN THE HOOD AND RIGHT SIDE STEP. DRILLED OUT BROKEN BOLTS AND EXTRACTED, TAPPED ALL

HOLES AND INSTALLED NEW BOLTS.

LABOR

10355001 SEGMENT TOTAL==>

SEGMENT# 5 C CUST NA 03/29/22 03/28/22

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REPAIR HYDRAULIC OPERATION INOP

CAUSE:

MISSING SPOOL SPRINGS AND PPC LINES IN WRONG ORDER

CORRECTION:

FOUND HYDRAULICS FOR LIFT FUNCTION WASN'T WORKING ONCE MACHINE WAS UP AND RUNNING. CHECKED VALVE AND FOUND THE LIFT AND TILT PPC LINES WERE SWAPPED. SWAPPED THE PPC LINES AND FOUND THAT THE TILT WAS PRESSURIZING THE HOSES, THE LIFT FUNCTION WOULDN'T MOVE THE RODS OR STALL THE MACHINE. REMOVED THE SPOOL CAPS ON LIFT FUNCTION AND CHECKED SPOOL OPERATION, SPOOL MOVED FREE. INSPECTED THE CAPS AND FOUND THAT THE SPOOLS WERE MISSING THE SPRINGS AND GUIDES. INSTALLED NEW CAP DUE TO CORRODED WITH NEW GUIDES AND SPRINGS. THE PPC LINE TO THE LIFT CAP WAS LEAKING DUE TO CORRODED CONNECTION FITTING. REPLACED THE HOSES AND FITTING, TESTED OPERATION AND FOUND ALL FUNCTIONS WORK CORRECTLY.

FITOPS65000606	3/8 fitting	1
FRTIN	INBOUND FRT	2
OFS6505-0606	adaptor	1
OFS7400-0614	adaptor	1
R160421INCH	hose assy	1
STUF.IRB38NPT	3/8"COUPLER	1
STUM.IRB38NPT	3/8" NIPPLE	1
01252-60616	BOLT	2
10M HARDWARE	HARDWARE	1
1400842H2	5GAL HO56	2
6741-61-2120	SEAL	1
709-26-11450	SPRING	1

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723-26-14560		SPRING	
723-26-15121		RETAINER	
723-26-16760		CASE	
723-26-16770		RETAINER	

10355001 SE

CHECK# 5173 Total Charge 93870.83