

STOCK#	MODEL	DESCRIPTION	MACHINE/ENGINE	SERIAL#S	HOURS	E
C025122	KOPC290LC-	PC290LC-11 H/EXCAV	MS#-A27200	ES#-	8400	

C ITEM	DESCRIPTION	QTY	LD	N	PRICE	AMOUNT
REPAIR# 1 8 INTER NA	KO PC290LC-	02/26/25	02/26/25			

Align and adjust track
CORRECTION
2/26/25
5293

- STARTED UNIT ROTATED THE TURNTABLE TO PICK UP THE SIDE OF THE MACHINE TO PUT THE TRACKS BACK ON THE IDLER
- GOT A FORKLIFT TO PUT THE TRACKS ON THE IDLERS
- GOT THE GREASE GUN TO TIGHTEN THE TRACKS IT WOULD NOT TAKE THE GREASE
- GOT THE FORKLIFT PUSHED ON THE TRACKS TO GIVE SPACE FOR THE TENSIONER TO EXTRACT WHILE PUTTING THE GREASE THE TENSIONER DID NOT TAKE GREASE
- TOOK OFF THE GREASE ZERT CLEANED THE INSIDE OF THE PORT
- REINSTALLED THE GREASE ZERT
- TRIED TO ADD GREASE AGAIN TO THE TENSIONER, IT WOULD NOT TAKE GREASE
- ROTATED THE THE TRACK TO LOOSEN IT UP STILL WAS NOT TAKING
- PUSHED ON THE TRACK WITH THE FORKLIFT TO GIVE MORE SPACE TO MOVE AND STILL WOULD NOT TAKE GREASE

3-4-25
5270

- FOUND MACHINE IN YARD
- TOOK PICTURES
- STARTED
- MOVED BACK AND FORTH TO TRY TO LOOSE TRACK TENSIONER
- ATTEMPTED TO ADD GREASE
- IT ONLY TOOK A LITTLE BIT OF GREASE
- INSPECTED GREASE ZERT
- REMOVED TO RELEASE GREASE
- REINSTALLED GREASE ZERT
- CLEANED UP MESS
- ADDED GREASE
- INSPECTED TENSION CYLINDER
- THERE'S A LOT OF RUST BUILT UP
- ATTEMPTED TO USE A BAR TO MOVE
- USED ARM TO PICK UP THIS SIDE OF TRACKS
- LET DOWN
- TOOK PRESSURE OFF OF IDLER
- USED BAR AND HAMMER TO ATTEMPT TO BREAK LOOSE

3-5-25
5270

- TURNED KEY AND CHECKED DISPLAY
- LO3 CODE SHOWING
- MOVED TO SHOP
- TRACK IS VERY LOOSE SO I HAD TO MOVE SLOWLY
- INSPECTED THE TENSIONER SPRING
- CHECKED THE GREASE FITTING FOR DAMAGE
- ATTEMPTED TO ADD GREASE
- CYLINDER IS SEIZED AND WILL NOT MOVE
- OPENED GREASE PORT TO RELEASE AND REMOVED FITTING
- INSPECTED THE FITTING
- REPLACED
- ADDED GREASE
- TOOK VERY LITTLE AND CYLINDER WOULDN'T EXPAND
- HOOKED A LARGE CHAIN TO THE BUCKET OF THE MACHINE AND THE TRACK
- TRIED TO PULL APART TRACK FROM IDLER IN AN ATTEMPT TO

RELIEVE PRESSURE

- ATTEMPTED TO ADD GREASE
- IT TOOK A LITTLE MORE BUT NO MOVEMENT
- TRACK IS STILL TOO LOOSE
- SLOWLY MOVED INTO SHOP
- RAISED THE MACHINE SLOWLY USING THE BUCKET
- ATTEMPTING TO LOOSEN RUST AND CORROSION FROM SPRING
- MOVED OUTSIDE
- ATTEMPTED SOME MORE TO LOOSEN
- WILL NOT BUDGE
- NEEDS NEW SPRING
- WAITED FOR APPROVAL TO REPLACE
- MOVED BACK INTO SHOP AND PREPARED TO REPLACE SPRING
- GATHERED NECESSARY TOOLS FOR JOB

3-6-25

5270

- DISCONNECTED TRACK
- RAISED MACHINE TO POSITION MASTER PIN OVER THE IDLER
- TWO TRACK PADS NEED TO BE REMOVED (8 bolts)
- STARTED BY USING A PICK AND HAMMER TO KNOCK AWAY THE CLAY
- IT HAD BASICALLY TURNED TO STONE FROM SITTING FOR SO LONG
- CHIPPED AWAY JUST ENOUGH TO REACH BOLTS
- USED AIR IMPACT TO TRY TO REMOVE BOLTS
- BOLTS ARE SEIZED AND WON'T LOOSEN
- SPRAYED EACH WITH PB BLASTER
- TRIED AGAIN WITH NO LUCK
- USED TORCH TO HEAT UP EACH BOLT
- TRIED TO USE IMPACT AFTER HEATING EACH ONE
- GOT TWO BOLTS REMOVED USING THIS METHOD
- HAD TO USE TORCH TO BURN OFF THE REST
- CUT OFF THE BOLT HEADS ON EACH ONE
- HIT TRACK WITH HAMMER TO LOOSEN
- FINALLY GOT BOTH TRACK PADS REMOVED
- BOLTS ARE STILL STUCK IN THE HOLES OF THE TRACK AND WILL HAVE TO BE REMOVED AS WELL
- USED A SMALL BAR AND HAMMER TO TRY TO HIT OUT BOLTS
- THE NUTS FOR THE BOLTS ARE SQUARE AND TOO BIG SO THEY WON'T FALL STRAIGHT OUT
- I WILL HAVE TO USE THE TORCH AGAIN TO REMOVE BOLTS

3-10-25

5270

- USED TORCH TO REMOVE BOLTS FROM TRACK
- HAMMERED OUT THE REMAINING PIECES
- USED FORKLIFT TO PICK UP HYDRAULIC PRESS
- PUT INTO SHOP SO I CAN USE THE CRANE TO PICK IT UP
- REMOVED PRESS AND PARTS FROM BOX AND PUT TOGETHER
- POSITIONED PRESS OVER TRACK
- TRIED TO PUT TOGETHER THE RIGHT PIECES
- RIGHT AWAY I NOTICED THAT PARTS WERE MISSING AND SOME PIECES WERE TOO DAMAGED TO USE
- IT SEEMED AS IF THE FRONT PART OF THE CYLINDER THAT SCREWS ON WAS REPLACED AND MOST PIECES DID NOT WORK FOR THIS
- ONLY A CERTAIN SIZE SHAFT WAS FITTING
- ATTEMPTED TO USE THIS TO REMOVE PIN
- DID NOT HAVE IT POSITIONED CORRECTLY AND ATTEMPTED TO RELEASE PRESSURE
- THE PRESSURE RELEASE SWITCH WAS NOT WORKING
- I NOTICED THAT THE PRESSURE RELEASE SIDE OF THE PRESS CONTROLLER WAS LEAKING FLUID
- HOSE IS DAMAGED
- I HAD TO MANUALLY RELIEVE THE PRESSURE OF THE CYLINDER EVERY SINGLE TIME USING A BAR
- TRIED A FEW TIMES
- THE ONLY SHAFT THAT FITS IN THE HEAD WILL NOT WORK
- TALKED TO STEVE ABOUT THE PARTS MISSING AND DAMAGE TO THE PRESS
- I HAD TO USE A GRINDER TO MAKE A PIECE FIT INTO THE HEAD OF THE CYLINDER
- I FINALLY HAD THE RIGHT PIECES TO USE THE PRESS PROPERLY
- I THEN REALIZED THAT I DIDN'T HAVE ENOUGH SPACE TO FIT THE RIGHT SIZED SHAFT
- I USED A TORCH TO CUT OFF A PIECE OF THE SHAFT TO GET IT TO FIT
- USED A GRINDER TO SMOOTH AWAY THE EXCESS MELTED METAL

- USED GRINDER TO SMOOTH BOTH ENDS OF SHAFT TO MAKE A GOOD WORKING CYLINDER

3-11-25

5270

- HOOKED UP A COME-ALONG SO THAT I WOULD HAVE BETTER LEVERAGE ON THE PIN
- MADE SURE THE PRESS WAS POSITIONED PERFECTLY
- SLOWLY PUSHED OUT PIN
- INSTALLED A SMALLER PIN TO HELP HOLD TRACK BEFORE RELEASING IT
- SET DOWN THE PRESS AND USED CRANE TO HOLD THE WEIGHT OF THE TRACK
- HIT OUT THE SMALLER PIN
- LAID DOWN THE TRACK
- USED A LARGE BAR TO LOOSEN AND REMOVE IDLER ASSEMBLY
- USED CRANE TO LIFT AND MOVE TO ANOTHER PART OF THE SHOP FLOOR
- USED FORKLIFT TO PICKUP NEW TENSIONER AND TOOK TO SHOP
- NEED TO REMOVE TWO BOLTS TO REPLACE TENSIONER
- ATTEMPTED TO USE IMPACT TO REMOVE BOLTS
- THERE IS A LOT OF RUST
- SPRAYED PB BLASTER ON BOLTS
- TRIED AGAIN
- USED TORCH TO HEAT UP AREA
- HIT IT WITH A HAMMER TO LOOSEN UP THE RUST
- USED IMPACT TO REMOVE BOLTS
- REPEAT PROCESS FOR BOTH SIDES
- MOVED OLD SPRING
- CLEANED BOLTS AND HOLES ON IDLER
- USED CRANE TO MOVE NEW SPRING INTO POSITION
- LINED UP BOLTS AND TORQUED PROPERLY
- INSTALLED IDLER ASSEMBLY BACK INTO MACHINE
- USED CRANE TO LIFT TRACK AND LINED UP WITH THE OTHER END
- USED PRESS TO INSTALL PIN
- TOOK TIME TO GET TRACKS TO STAY ALIGNED PROPERLY
- USED GRINDER TO CLEAN TRACK AND TRACK PADS

3-12-25

5270

- FIRST TRACK PAD WAS NO PROBLEM TO INSTALL
- PRESS HAD PUSHED THE TRACKS TOGETHER SLIGHTLY TOO FAR
- THE SECOND TRACK DID NOT LINE UP PERFECTLY
- INSTALLED TWO OF THE BOLTS
- USED A BAR A COUPLE OTHER TOOLS TO FIX TRACK
- INSTALLED AND TORQUED BOTH TRACK PADS
- APPLIED GREASE
- STARTED MACHINE AND MOVED AROUND A LITTLE TO TEST
- MOVED OUT OF SHOP AND TEST DROVE TO MAKE SURE EVERYTHING IS WORKING PROPERLY

ADDITIONAL DESCRIPTION

- Align and adjust track

REPAIR TOTALS

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REPAIR# 2 8 INTER NA KO PC290LC- 02/26/25 02/26/25

Rework Battery

CORRECTION

2/28/25

5293

- TOOK OFF BATTERY HOLD DOWNS AND BATTERY TERMINALS
- HAD TO BREAK OFF THE NUTS ON THE BATTERY HOLDS
- TOOK OUT THE OLD BATTERIES
- PUT IN THE NEW BATTERIES
- PUT ON THE BATTERY TERMINALS AND THE BATTERY HOLD DOWN
- PUT THE BATTERY COVERS BACK ON
- STARTED UNIT COULD NOT TEST UNIT BACK AND FOURTH DUE TO TRACK BEING LOOSE
- JOB COMPLETED

ADDITIONAL DESCRIPTION

- Replace batteries.
- The batteries charged to this machine on B02574 were inadvertently installed on another machine that is no longer in the yard

EP904D

BATTERY

2

REPAIR# 3 8 INTER NA

KO PC290LC- 02/26/25 03/12/25

Troubleshoot Codes

CORRECTION

3-12-25

5270

- TROUBLESHOOT CODES
- PULLED BACK INTO SHOP AFTER TEST DRIVING FOR OTHER WORK
- TOOK PICTURES OF THE FAULT CODES
- ONE CODE SHOWING ON SCREEN AFTER CLEARING ENGINE FAULTS (CA2272)
- CHECKED SERVICE MANUALS FOR TROUBLESHOOTING GUIDE
- EGR VALVE POSITION SENSOR LOW ERROR
- CLEANED DIRT AND DEBRIS FROM AROUND ENGINE BAY
- REMOVED TOP COVER
- INSPECTED WIRES AND CONNECTORS
- REMOVED CONNECTOR SEGR
- TESTED FOR VOLTAGE (5v), GOOD POWER SUPPLY
- FOLLOWED TROUBLESHOOTING PAGE
- FOLLOWED STEPS 1-9 TO DETERMINE FAULT
- CHECKED VOLTAGE AND RESISTANCE ON MULTIPLE CONNECTORS
- CHECKED MULTIPLE PLUGS ON CONNECTOR SEGR AND INTER-CONNECT
- CHECKED RESISTANCE BETWEEN WIRES ON THE ENGINE CONTROLLER AND SEGR
- DETERMINED THAT IT HAS A DEFECTIVE EGR VALVE LIFT SENSOR
- TALKED TO STEVE ABOUT ORDERING PART
- CLEANED SHOP

3-13-25

5270

- REMOVED EGR VALVE LIFT SENSOR WITH TWO ALLEN HEAD BOLTS
- THEY WERE RUSTED AND HARD TO REMOVE
- ORDERED PART

ADDITIONAL DESCRIPTION

- Troubleshoot Codes.
- 4 hrs max.

REPAIR TOTALS

REPAIR# 4 8 INTER NA

KO PC290LC- 02/26/25 03/13/25

Replace EGR Valve

CORRECTION

3-14-25

5270

- PICKED UP EGR FROM SHELF
- USED FORKLIFT TO DRAIN OIL PAN INTO WASTE BIN
- DRAINED COOLANT
- REMOVED TOP COVER STEP
- REMOVED KCCV ASSEMBLY
- REMOVED DIRT AND DEBRIS
- HAD TO CHIP AWAY SOME HARDENED DIRT AROUND BOLTS
- REMOVED EGR VALVE FOLLOWING THE STEPS REFER IN THE SHOP MANUAL
- CLEANED RUST OFF BOLTS
- INSTALLED NEW EGR
- REINSTALLED KCCV ASSEMBLY
- REPLACED COVER STEP
- ADDED COOLANT TO CORRECT LEVEL
- TURNED KEY TO CLEAR CODE
- STARTED MACHINE
- LET IT HEAT UP TO OPERATING TEMP
- TESTED MACHINE IN YARD
- NO CODES ON DISPLAY

ADDITIONAL DESCRIPTION

- Replace EGR Valve

6755-41-9201

VALVE

1

FINAL TOTALS

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