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SERVICE INVOICE

STK#/FLEET# HRS PIN/EIN WARRANTY DATE HRS
1758 7 YD WHEEL LOADER 7121 HHKHW800JK0000189
HL980

SEGMENT# 1 C INTRD N/A 04/19/24 04/24/24
ENGINE HAS BEEN OVERHEATING
COMPLAINT:
ENGINE OVERHEATS WHEN DRIVING, ENGINE HAS EXCESSIVE BLOWBY
AND LOW ON POWER
CAUSE:
SEE SEG 2
10500000

SEGMENT# 2 C INTRD N/A 04/19/24 04/26/24
TECH FOUND THE PISTON RING BROKE 40.00 HRS
COMPLAINT:
ENGINE OVERHEATS WHEN DRIVING, ENGINE HAS EXCESSIVE BLOWBY
AND LOW ON POWER
CAUSE:
ENGINE HAS EXCESSIVE BLOWBY AND LOW ON POWER
CORRECTION:
2/20/23 TECH TROUBLESHOT ENGINE GETTING HOT WHILE DRIVING
AND IMMEDIATELY COOLING BACK OFF WHEN YOU LET OFF THROTTLE.
FOUND THAT OIL WAS BLOWING OUT OF DIPSTICK TUBE. REMOVED
TUBE TO INVESTIGATE AND ENGINE WAS PUSHING OIL. REMOVED
VALVE COVERS AND INJECTORS USED BORE SCOPE TO LOOK AT
CYLINDERS. NOTED THAT THE CYLINDERS ARE VERY DULL AND
CONTAINED CROSS HATCH MARKS. USED TOOLING TO PERFORM
CYLINDER COMPRESSION TEST. FOUND LOW COMPRESSION ACROSS ALL
CYLINDERS WITH NUMBER 4 BEING THE LOWEST READING AT 50 PSI.
DISCUSSED WITH HEAD TECH AND FIELD SUPERVISOR ALONG WITH
CUSTOMER INPUT IT WAS DECIDED TO PULL THE HEADS TO FURTHER
INVESTIGATE. SENT HEAD TO MOTHERS AUTO. WHILE HEAD WAS

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SENT OFF TO SHOP THE TECH REMOVED EMISSIONS MODULE.
REMOVED FUEL LINES AND RAIL.
REMOVED INJECTOR HARNESSES REMOVED EXHAUST MANIFOLD.
REMOVED RETURN FUEL RAIL. REMOVED INTAKE MANIFOLD.
REMOVED CYLINDER HEADS AND INSPECTED CYLINDER
WALLS. SEVERAL LINES HAVE OBVIOUS MARKINGS FROM BROKEN
RINGS AND A DULL FINISH. AFTER ALL OF THE FINDINGS IT WAS
DECIDED TO PULL ENGINE AND REBUILD WITH NEW BEARINGS AND
PISTON/LINER KITS. 4/5/24 TECH BEGAN REPLACING THE PISTON
LINERS. REPAIR IS COMPLETE.

SC1328995	Liner O Ring	6
2298570	RING COMPRESSOR	1
2558611	PISTON RING SET	1
2613658	LINER KIT	6

10500000 SEGMENT T

SEGMENT# 3 C INTRD N/A 04/19/24 04/19/24
TECH INSPECTED HEADS
COMPLAINT:
HEADS ARE DAMAGED
CAUSE:
HEADS NEED REBUILT DUE TO THE PISTON MARKING THEM
CORRECTION:
2/23/24 TECH REMOVED HEAD DURING ENGINE DISASSEMBLY. SENT
THE HEAD TO MOTHERS AUTO AND DIESEL MECHANICS TO REBUILD
AND PLANE EACH HEAD. ORDERED PARTS AND DELIVERED TO
MOTHERS. MOTHERS WAS BEHIND SCHEDULE FOR REPAIRS. MADE
CONTACT EACH WEEK TO CHECK ON PROGRESS OF REPAIR. 4/1/24

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PICKED UP HEAD AND RETURNED IT TO WDM SHOP FOR INSTALLATION.

SUBLETL	MOTHERS
1488787	VALVE COLLET
1528550	INT VLV COLLAR
1772475	L ROCKER GASEKT
1779110	U ROCKER GASKET
1887056	INT VALVE
1893055	HEAD GASKET
2032823	EXH VALVE
2086029	EXH MAN GSKT
2225795	VALVE STEM
2308201	HEAD GASKET KIT
2507734	EXH VLV COLLAR
2819310	VALVE GUIDE
2865746	INT VLV SPRING
2865747	EXH VLV SPRING
2865748	EXH SPRING LRG

10500000

SEGMENT# 4 C INTRD N/A 04/19/24 04/26/24

INSPECTED CAM AND BEARINGS

COMPLAINT:

CAM BEARING AND CAM DAMAGED

CAUSE:

CAUSE OF THE PISTON RINGS.

CORRECTION:

2/23/24 DURING THE DISSEMBLING OF THE ENGINE FOUND SIGNIFICANT WEAR ON THE CAM AND BEARINGS. FROM THE BROKEN

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PISTON RINGS SO ORDER NEW CAM AND BEARINGS. 4/9/24 TECH INSTALLED NEW CAM BEARING AND THEN INSTALLED NEW CAM IN ENGINE. THE CAM AND BEARING REPAIR IS COMPLETE.

SC1381251	CAM POS SENSOR	1
1412298	CAM BEARING	7
1865230	CAM	1

10500000 SEGMENT T(

SEGMENT# 5 C INTRD N/A 04/19/24

TECH DISASSEMBLED ENGINE FOR REPAIR

COMPLAINT:

DISASSEMBLE THE ENGINE

CAUSE:

SEE SEG 6

SEGMENT# 6 C INTRD N/A 04/19/24 04/19/24

TECH REASSEMBLED ENGINE 32.00 HRS

COMPLAINT:

REASSEMBLE OF ENGINE

CAUSE:

PISTON, CAM AND BEARINGS, HEAD ARE FINISHED AND ENGINE IS NOW READY FOR REASSEMBLY.

CORRECTION:

4/15/24 CLEANED ALL ENGINE PARTS AND CAM BEARINGS, LINERS, ALSO PISTONS AND RINGS, WRIST PINS USING ORIGINAL CONNECTING RODS WITH NEW BEARINGS. INSTALLED PISTONS AND TORQUED ROD BOLTS TO SCANIA SPEC. LOOSENED MAIN CAPS AND REMOVED 1 AT A TIME CLEANING AND REPLACING MAIN BEARINGS.

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TORQUED MAINS TO SCANIA SPEC. INSTALLED CAMSHAFT, CAM-FOLLOWERS, TORQUEING TO SPEC. INSTALLED REAR GEAR TRAIN AND TIMED GEARS. REPLACED FRONT AND REAR CRANK SEALS AND INSTALLED BOTH COVERS, REPLACES WATER PUMP, THERMOSTATS AND ALL ENGINE FILTERS. INSTALLED CYLINDER HEADS TORQUEING TO SPEC, REASSEMBLED ENGINE WITH ORIGINAL REMOVED PARTS AND NEW SEALS. WITH ENGINE COMPLETE INSTALLED INTO MACHINE. CONNECTED ALL HOSES AND HARNESSES INSTALLED EMISSIONS MODULE AND REASSEMBLE COOLING PACKAGE. FILLED WITH FLUIDS AND DOUBLE CHECKED FOR LEAKS. PRIMED FUEL SYSTEM AND STARTED ENGINE. 4/19/24 REPAIR IS COMPLETE.

SC1404764	V-Clamp	1
SC1483729	Flange Screw	1
SC1782111	ADJUSTER SCREW	12
SC1846120	Flange Scr	12
SC1863831	V-Clamp	1
SC1890694	ROCKER BOLT	6
SC1946083	PUSHROD	12
SC2123144	Hose Clamp	2
SC2181274	GASKET	6
SC2368728	GASKET	2
1328242	O-RING	2
1390211	SEAL	2
1391726	GASKET	1
1413934	SEAL RING	2
1437280	O-RING	1
1472144	O-RING	1
1484765	GASKET	2
1484766	GASKET	1
1507248	SEAL	3

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1510331	GASKET	1
1520998	FRONT OIL SEAL	1
1531996	THRUST BEARING	8
1545906	GASKET	2
1720693	O-RING	1
1730424	O-RING	7
1742033	O-RING	2
1749981	SEAL	1
1757826	GASKET	1
1769799	O-RING	1
1769800	O-RING	1
1786563	REAR OIL SEAL	1
1794873	FLNG PIPE GASKT	1
1863303	GASKET	1
1872125	GASKET	1
1885869	GASKET	1
1886594	SEAL	1
1891558	O-RING	1
1932375	SEAL	1
2012174	GASKET	1
2089637	SEALING RING	2
2096561	OIL COOLR GASKT	1
2096562	COVER GASKET	1
2137200	TURBO GASKET	1
2149386	MAINT KIT	1
2188199	O-RING	1
2252092	UPPER PAN GSKT	2
2252095	OIL PAN GASKET	1
2279226	SEAL	3
2279229	SEAL	2

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2279230	SEAL			4	
2279232	SEAL			1	
2279234	SEAL			1	
2302656	SEAL			2	
2368728	GASKET			1	
2686288	OIL PUMP			1	
323790	O-RING			1	
349419	O-RING			2	
393187	O-RING			3	
750226	O-RING			2	
804724	O-RING			1	

10500000 SEGMENT T

LS ******
STOMER

INTERNAL TOTAL 41457.20

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Attention: BILL BUCK

SERVICE PRELIMINARY

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
1758	7 YD WHEEL LOADER HL980	8405	HHKHW800JK0000189		

This order was created from order: RB4308

SEGMENT# 1 S B005 N/A 12/08/25 12/08/25

W04308-1 WARRANTY VARIANCE: ENG OVERHEATING

COMPLAINT:

CUSTOMER REPORTED THAT ENGINE TEMPERATURE WOULD FLUCTUATE WHILE OPERATING AND WOULD OVERHEAT DURING EXTENDED ROADING.

CAUSE:

INSPECTION REVEALED THE ENGINE HARNESS HAD A FAULTY GROUND CIRCUIT.

CORRECTION:

REPLACED RADIATOR CAP. DRAINED AND REFILLED COOLANT THROUGH SIDE PORT. CONNECTED SD3 AND MONITORED TEMPERATURES. SENT A HISTOGRAPH TO GEORGE AT HAMILTON POWER, AND HE VERIFIED THAT MACHINE HAS BEEN OVERHEATING.
CHECKED AND INSPECTED FAN SYSTEM, THINKING THAT COOLING FAN SYSTEM WAS AT FAULT. VERIFIED FAN SPEED AND OPERATIONAL CONTROL-ALL WITHIN SPEC. FOUND THE ENGINE HARNESS HAD 24 VOLTS ON THE GROUND WIRES. THE HARNESS DID NOT HAVE ANY OBVIOUS SIGNS OF DAMAGE. DID NOT CUT HARNESS APART TO FIND BAD SPOT. A BAD GROUND CIRCUIT WILL CAUSE TEMP SENSORS TO READ INCORRECTLY. REPLACED ENGINE HARNESS, WHICH IS ALSO THE TRANSMISSION HARNESS. HAD TO ROUTE OVER THE TRANSMISSION WITH CAB STILL IN PLACE.
AFTER REPLACING HARNESS, TEST DROVE MACHINE AND NOTICED IT

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SERVICE PRELIMINARY

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1758 7 YD WHEEL LOADER 8405 HHKHW800JK0000189
HL980
FELT SLUGGISH UNDER LOAD. ON THE WAY BACK TO SHOP FROM ROAD TEST, TRANSMISSION LIGHT CAME ON.
ADDITIONAL DESCRIPTION:
ENG OVERHEATING
WARRANTY PAID $6,046.12

INBOUND FREIGHT	PART FRT IN	4
SUBLETP	5.88" V-CLAMP	1
XKDG-00028	RADIATOR CAP	1

10400000 10500000 SEGMENT 1

SEGMENT# 2 S B005 N/A 12/08/25 12/08/25

W04308:2-11 WARRANTY VARIANCE: T/S TRANSMISSION ALARM
COMPLAINT:
TRANSMISSION ALARM ACTIVE AND MACHINE FEELING SLUGGISH AFTER ROAD TEST.
CAUSE:
TORQUE CONVERTER FAILURE.
CORRECTION:
SUSPECTED A TORQUE CONVERTER PROBLEM. OBTAINED SAMPLE AND SENT IN. DRAINED OIL AND PULLED SUCTION SCREEN, FOUND A FEW FLAKES OF METAL BUT NOT AS BAD AS THE FILTERS. STARTED PREPPING MACHINE TO PULL THE TRANSMISSION. ----- DRAINED AND FILTERED HYDRAULIC OIL FROM TANK AND STORED IN SUITABLE

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CONTAINER. REMOVED SHEET METAL FROM TANK TO GAIN ACCESS TO LIFTING POINTS. MARKED, REMOVED, AND CAPPED 27 HOSES CONNECTED TO HYDRAULIC TANK. DISCONNECTED EMERGENCY STEERING MOTOR MOUNTED TO TANK. USED CRANE TO LIFT AND REMOVE TANK, THEN PLUGGED ALL OPENINGS TO PREVENT CONTAMINATION. ----- REMOVED ALL SHEET METAL AND CATWALKS FROM BOTH SIDES OF MACHINE TO GAIN ACCESS TO REAR CAB MOUNTS. REMOVED SURROUND FROM HYDRAULIC TANK TO GAIN ACCESS TO MOUNTING BOLTS AND HOSES. USED CRANE TO REMOVE. ----- REMOVED SKIRTING AROUND CAB. MARKED, REMOVED, AND CAPPED ALL HYDRAULIC HOSES. DISCONNECTED SENSORS. REMOVED CAB BOLTS-BOLTS WERE EXTREMELY DIFFICULT TO REMOVE DUE TO CONFINED SPACE AND THE LOCTITE APPLIED TO RETAIN THEM. REMOVED COOLANT LINES FOR HEATER AND REMOVED AIR CONDITIONING HOSES TO EVAPORATOR. CAPPED AND CLEANED. REMOVED ELECTRICAL HARNESS FOR RADIOS. HAD TO MANUFACTURE BOLTS FOR LIFTING CAB FROM ALL-THREAD AND HARDWARE FROM TRUCK. USED CRANE TO LIFT AND MOVE CAB,THEN SET ON BLOCKS. ----- REMOVED BELLY PAN FROM UNDER REAR DRIVE SHAFT - PAN WAS VERY DISTORTED AND BOLTS WERE BENT. REMOVED DRIVE SHAFT FROM TRANSFER GEARS TO REAR AXLE. REMOVED GUARDS FROM AROUND FRONT DRIVE SHAFT AND REMOVED SHAFT. REMOVED PARKING BRAKE TO ALLOW TRANSMISSION REMOVAL. REMOVED DRIVE SHAFT FROM TORQUE CONVERTER TO ENGINE. CLEANED AND RE-TAPPED BOLT HOLES, THEN STRAIGHTENED BELLY PAN FOR REINSTALLATION. ----- REMOVED AND MARKED HOSES, CLEANED AND CAPPED. REMOVED HARNESS CONNECTIONS. USED CRANE AND COME-ALONG TO LIFT AND LEVEL TRANSMISSION ASSEMBLY. REMOVED FRONT CROSS MEMBER AND TWO LARGE MOUNT BOLTS. BEGAN LIFT BUT FOUND FRAME TOO NARROW; LOWERED ASSEMBLY AND REMOVED MOUNT PLATES FROM

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SIDES OF DROP BOX. REMOVED MOST BOLTS WITH END WRENCH DUE TO LIMITED CLEARANCE. REMOVED ADDITIONAL HOSES AS NEEDED FOR SPACE. REMOVED TRANSMISSION ASSEMBLY, CAPPED ALL OPENINGS, AND TOOK TO CUSTOMER SHOP FOR CLEANING WITH PRESSURE WASHER PRIOR TO REPAIRS. CLEANED AND CHASED THREADED HOLES FOR REINSTALLATION. ----- REMOVED POWER TRAIN FILTERS AND FOUND HEAVY METAL CONTAMINATION. REMOVED TORQUE CONVERTER MOUNTING BOLTS AND USED CRANE TO REMOVE CONVERTER ASSEMBLY. DRAINED CONVERTER AND VERIFIED IT WAS DESTROYED-STATOR/IMPELLER HAD ¾-1" OF PLAY. PRESSED YOKE AND COVER FROM CONVERTER AND CONFIRMED UNIT WAS WELDED CLOSED, PREVENTING INTERNAL INSPECTION; SENT TORQUE CONVERTER OUT FOR REPAIR. REMOVED SUCTION SCREEN AND FOUND METAL PRESENT. REMOVED LUBE PUMP AND FOUND DAMAGE FROM DEBRIS. REMOVED REAR SECTION OF GEAR TRAIN HOUSING AFTER MARKING AND REMOVING LINES/HOSES. INSPECTED GEARS-NO DAMAGE, ONLY MINOR CONTAMINATION. CLEANED HOUSING AND COMPONENTS WITH MINERAL SPIRITS AND COMPRESSED AIR, FILTERING RUNOFF UNTIL NO VISIBLE DEBRIS REMAINED IN THE HOUSING. FLUSHED TRANSMISSION WITH NEW OIL TO REMOVE RESIDUAL SOLVENT AND CONTAMINATION. REINSTALLED AND RESEALED COVER. INSTALLED NEW LUBE PUMP. DISASSEMBLED, CLEANED, AND INSPECTED FILTER HOUSINGS; REASSEMBLED WITH NEW FILTERS, HOSES, AND SUCTION SCREEN. INSTALLED NEW BEARINGS AND SEALS ON REPLACEMENT CONVERTER, PRESSED ON COVER AND YOKE, INSTALLED INTO HOUSING, AND VERIFIED ALIGNMENT WITH ALL SPLINES. ----- CLEANED AND CHASED THREADED HOLES FOR REINSTALLATION. CLEARED MUD AND DEBRIS FROM PACKED AREAS TO MAKE REASSEMBLY EASIER. USED CRANE TO LOWER TRANSMISSION BACK INTO PLACE, REINSTALLED MOUNTING

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PLATES AND HARDWARE. RECONNECTED LINES, HOSES, AND HARNESSES. ----- REPLACED BOTH SUCTION LINES AND SEVERAL WORN HOSES. REINSTALLED TANK, CLEANED MATING SURFACES, AND REPLACED SEAL WHILE RECONNECTING HOSES. REFILLED TANK AFTER REPAIRS WERE COMPLETED. ----- CLEANED MOUNT BOLTS WITH GRINDER AND WIRE WHEEL. REINSTALLED CAB AND TORQUED CAB BOLTS TO 600 FT-LBS. ----- USED CRANE TO REINSTALL SHEET METAL AND CATWALKS FROM BOTH SIDES OF MACHINE. ----- AFTER INSTALLING TRANSMISSION. FILLED ALL COMPARTMENTS TO SPECIFIED OIL LEVELS. STARTED MACHINE AND RAN FOR 8-10 MINUTE WHEN OIL STARTED RUNNING OUT OF WEEP HOLE IN CONVERTER HOUSING. REMOVED OILS AND CAB AND HYDRAULIC TANK AGAIN. REMOVED TORQUE CONVERTER AND FOUND THE THE SEAL HAD PUSHED OUT OF HOUSING. INSTALLED NEW SEALS AND REINSTALLED CONVERTER. REASSEMBLED MACHINE AND FILLED FLUIDS AGAIN. MACHINE RAN FINE, NO CODES FOR TRANSMISSION. RETURNED MACHINE TO SERVICE.

ADDITIONAL DESCRIPTION:

T/S TRANSMISSION ALARM

WARRANTY PAID $56,967.19

INBOUND FREIGHT PART FRT IN

OUTBOUND FREIGHT PART FRT OUT

10400000 10500000 SE

****** WORK ORDER TOTALS ******

PARTS 1939.32

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