

User: B030

Dealer: Altorfer Machinery

Catalog #: 495759

315C Track Excavators, 2005

Current Hours (SMU): 5468

SN: 0CJC02731

Sale Date: 07/08/2005

Delivery Date: 07/05/2005

Service History

Service Date	Invoice Type	Hours	Description	Service Notes
07/12/2005	Service	0	PREDELIVER MACHINE	
07/12/2005	Service	0	PREDELIVER MACHINE	
07/12/2005	Service	0	INSTALL THUMB, BUCKET	
07/12/2005	Service	0	INSTALL THUMB, BUCKET	
07/12/2005	Service	0	REPAIR WTY CLAIM DEBIT ENTRY	
10/10/2005	Service	149	INSTALL PRODUCT LINK SYSTEM 321	
12/29/2005	Service Credit	149	INSTALL PRODUCT LINK SYSTEM 321	
12/29/2005	Service	149	INSTALL PRODUCT LINK SYSTEM 321	
01/26/2006	Service	535	REPAIR FUEL SYSTEM	
01/26/2006	Service	535	REPAIR FUEL SYSTEM	
01/26/2006	Service	535	REPAIR FUEL SYSTEM	
03/22/2006	Parts	0		
03/01/2007	Service	2212	REMOVE PRODUCT LINK SYSTEM 321	
05/21/2007	Service	1746	UNLOAD MACHINE	
05/21/2007	Service	1746	INSPECT MACHINE	
05/21/2007	Service	1746	WASH MACHINE	
05/21/2007	Service	1746	REFILL FUEL TANK	
05/21/2007	Service	1746	Take & Analyz Sos Fm MACHINE	
05/21/2007	Service	1746	Perform Maint On 250 HR INDIVIDUAL PM	
05/21/2007	Service	1746	REPAIR SAFETY	
05/21/2007	Service	1746	REPAIR MACHINE	
05/21/2007	Service	1746	LOAD MACHINE	
08/13/2007	Service	1751	VALVE JOB MACHINE	
08/13/2007	Service	1751	FUEL FUEL, PRESSURE(S)	
08/21/2007	Parts	0		

08/24/2007	Service	1752	UNDERCARRIAGE MAINTENANCE MACHINE	REPAIR COMMENTS: DON , DON .CHANGED BUCKET ON MACHINE. HAD TO FABRICATE A STOP FOR THE BUCKET/ THUMB PIN AND WELD IT ON THE BUCKET. CHECKED OPERATION OF THE BUCKET AND THUMB AND FOUND THAT THE PRESSURE RELIEF WASN'T SET RIGHT . SO WE GOT DOUG SMIEDER TO HELP ME SET THE RELIEF PRESSURE TO THE PROPER SPECS [WAS AT 3100 PSI AND NEEDED TO BE AT 2250 PSI]. CHECKED OPERATION OF THUMB AND NOW THE BUCKET CAN OVER POWER THE THUMB AS IT SHOULD. ALSO NOTICED THAT THE ENGINE WAS SURGING OR HUNTING, AND HAD DOUG ADJUST THE BUFFER ON THE INJECTION PUMP. TOPPED OFF FUEL AND TOOK MACHINE TO READY LINE. CUSTOMER COMPLAINT: ADJUST PRESSURES FOR ATTACHMENT THUMB. REPAIR COMMENTS: *****AT OUR C.R. SHOP, INSTALLED GAUGES AND CHECKED THE ATTACHMENT THUMB PRESSURES. ADJUSTED THEM TO 2500 PSI AT FULL THROTTLE. CHECKED OPERATION AND FOUND THE BUCKET WILL NOW OVERPOWER THE THUMB. DOUG SCHMIEDER.
08/24/2007	Service	1752	PREVENTIVE MAINTENANCE PM-1 250 HOUR	REPAIR COMMENTS: DON & DON ,BROUGHT MACHINE IN SHOP FOR CHECK OVER AND PM1 SERVICE. PULLED OIL SAMPLES ON THE ENGINE,HYD,AND FINALS. CHANGED THE ENGINE OIL AND FILTER, HYD FILTERS,AND BOTH OF THE FUEL FILTERS. HAD BAD SEALS ON THE BOTTOM OF THE SEPERATOR FILTER ,SO I GOT A KIT AND REPLACED ALL OF THOSE SEALS. CHECKED ALL FLUID LEVELS AND TOPPED OFF AS NECESSARY. CHECKED ENGINE AIR FILTERS BOTH ARE VERY CLEAN . CHECKED MACHINE OVER FOR ANY LEAKS OR PROBLEMS. CHECKED SEAT BELT,HORN,TRAVEL ALARM, WIPER, LIGHTS, ETC. MACHINE HAS OPS AND SAFETY MANUAL.
10/01/2007	Parts	0		
11/30/2007	Service	1981	REPAIR MACHINE	REPAIR COMMENTS: I REPLACED THE TEETH ON THE BUCKET AND INSTALLED A BUCKET WHICH I HAD CLEANED UP. BECAUSE THE PIN HOLES WERES RUSTY THEN PUT THE BUCKET ON THAT HAD A THUMB ON IT. I TIGHTEN UP SAME HOSES THAT WERE LEAKING ON THE RADIATOR.
11/30/2007	Service	1981	CLEAN. MACHINE	
11/30/2007	Service	1981	PERFORM PM-1 250 HOUR	PERFORM PM ONE. YY YYYYYYYYYYY REPAIR COMMENTS: I DID A 250 HOUR SERVICE WHICH WAS CHANGE ENGINE OIL AND FILTER THEN I CHECKED ALL THE OIL LEVELS THEN GREASE IT. I HAD CAB CLEANED OUT.THE COOLANT WAS AT -34 BELOW AND THE I PUT POWER SERVICE IN AND TOPPED OFF THE FUEL.I CHECKED THE FINAL DRIVE OIL AND REPLACED SAME GREASE FITTING THAT WAS BROKE OFF
04/18/2008	Parts	0		
04/25/2008	Parts	0		
06/27/2008	Service	2270	INSTALL QUICK COUPLER	AND 60" BUCKET. VINTON- YY YYYYYYYYYYY CUSTOMER COMPLAINT: INSTALL COUPLER AND BUCKET. REPAIR PROCESS COMMENTS: REMOVED BUCKET AND INSTALLED COUPLER-DID NOT WORK WITH HIS STYLE THUMB. REMOVED COUPLER AND INSTALLED THE BUCKET BACK ON THE MACHINE AND WHEN WE GET THE RIGHT THINGS RYAN WILL BRING IN THE MACHINE FOR THE REPAIRS.
06/27/2008	Service	2270	INSTALL MACHINE	INSTALL THUMB, BUMPERS, QUICK COUPLER. YY YYYYYYYYYYY CUSTOMER COMPLAINT: INSTALL ATTACHMENTS REPAIR PROCESS COMMENTS: REMOVED THE CUSTOMERS BUCKET AND HYDRAULIC THUMB. PUT THE PINS IN THE BUCKET. PUT THE THUMB ON A PALLET. BROUGHT IN THE NEW THUMB AND MANUAL QUICK COUPLER. HAD DON P CUT OFF THE OLD CYLINDER MOUNT FOR THE THUMB. INSTALLED THE NEW COUPLER AND THE THUMB. FOLDED UP THE THUMB. MEASURED THE LOCATION OF THE THUMB CYLINDER MOUNT. HAD DON P WELD ON THE MOUNT. HOOKED UP THE HOSES TO THE CYLINDER. RAN THE THUMB AND IT WORKED GOOD. PUT THE BUCKET ON THE QUICK COUPLER. MANUALLY TIGHTENED UP THE BUCKET AND INSTALLED THE LOCK PIN. GREASED THE LINKAGE OF THE MACHINE. DON P AND NICK F INSTALLED METAL RUB RAILS ON THE MACHINE. THEY HAD TO WELD THEM ON. TOOK TO THE PAINT SHOP AND HAD THE THUMB, COUPLER, AND RUB RAILS PAINTED.

06/27/2008	Service	2270	UNDERCARRIAGE MAINTENANCE MACHINE	CUSTOMER COMPLAINT: PERFORMED INSPECTION ON THE MACHINE FOR USED MACHINE WARRANTY. REPAIR PROCESS COMMENTS: FOUND THE ENGINE 2 QUARTS LOW, TOPPED OFF. THE RIGHT AND THE LEFT FINALS WERE LOW 1 QUART EACH, TOPPED OFF. I CHECKED FOR LEAKS AND COULD NOT SEE ANY. HYDRAULIC OIL WAS FULL. COOLANT WAS FULL AND AT -34. FOUND THE GRAB IRON AT THE CAB WAS BENT. THE RIGHT FRONT STEP IN THE CAR BODY WAS BENT. THE CAB MIRROR WAS BROKE. THE LEFT CAB LIGHT COVER WAS BROKE. ALL THE LIGHTS, WIPERS, HEATER, AND A/C ALL WORKED. THE MACHINE LOOKED VERY GOOD. I HAD JOSH S DO ACTS ON THE MACHINE. THE UNDERCARRIAGE WAS IN VERY GOOD CONDITION.
08/02/2008	Parts	0		
08/02/2008	Parts	0		
08/05/2008	Parts	0		
08/05/2008	Parts	0		
08/16/2008	Parts Credit	0		
08/28/2008	Parts	0		
02/25/2009	Parts	0		
08/18/2009	Parts	0		
04/03/2012	Parts	0		
05/14/2012	Parts	0		
10/12/2012	Service	4367	REPAIR RADIATOR & OIL COOLER	CUSTOMER COMPLAINT: ENGINE RUNNING HOT. REPAIR PROCESS COMMENTS: CHECKED MACHINE OUT FOUND RAD ABOUT 1.5 GAL LOW. REMOVED AIR TO AIR COOLER AND CLEANED RAD AND OIL COOLER. THE COOLER WERE PLUGGED. CLEANED A/C CONDENSER AND AFTERCOOLER. INSTALLED AFTERCOOLER AND SCREENS. TOPPED OFF RAD IT HAS A LITTLE LEAK RYAN WILL DUMP IN SOME STOP LEAK. STOP LEAK FROM BILL KUTCHER.
08/30/2013	Service	4488	RESEAL HYDRAULIC SYSTEM	CUSTOMER COMPLAINT: RESEAL BOTH FINALS. REPAIR PROCESS COMMENTS: CUT MASTER PINS OUT AND DROPPED TRACKS. TORE FINALS DOWN REMOVED AND REPLACED SEALS CLEANED ALL PARTS AND ASSEMBLED BEARINGS AND GEARS ALL LOOKED GOOD. FILLED FINALS WITH 50W OIL. INSTALLED TRACKS WITH MASTERS PINS AND SEALS. ADJUSTED TRACKS AND RAN MACHINE CHECKED FOR LEAKS ALL OK.
08/30/2013	Service	4488	REPAIR AIR CONDITIONER	CUSTOMER COMPLAINT: A/C NOT COOLING. REPAIR PROCESS COMMENTS: CHECKED A/C OUT. INSTALLED GAUGES FOUND LOW SIDE A LITTLE LOW INSTALLED 1 POUND OF 134A RAN MACHINE AGAIN COLLS FINE. SET IT AT HIGH IDLE WHILE I PICKED UP MACHINE HAD A 27 DEGREE DROP AT DUCT.
10/31/2013	Parts	0		
03/23/2015	Parts	0		
03/23/2015	Parts	0		
06/17/2015	Service	4775	REPAIR FUEL SYSTEM	CUSTOMER COMPLAINT: MACHINE WOULD NOT IDLE UP. REPAIR PROCESS COMMENTS: WENT TO MACHINE FOUND THE BOLT HAD FALLEN OUT OF THE LINKAGE. INSTALLED BOLTS TESTED MACHINE ALL WORKS FINE.
10/30/2015	Service	4953	INSTALL PROGRAMMABLE CONTROL	CUSTOMER COMPLAINT: INSTALL PL641 UNIT IN 315C THAT DID NOT HAVE ANY VISION LINK BEFORE. REPAIR PROCESS COMMENTS: I INSTALLED THE PL641 UNIT. THEN I FLASHED IT AND PUT IN THE MACHINE INFO. THEN I CHECKED CELLULAR SIGNAL AND IT CAME BACK GOOD.
10/30/2015	Service	4953	TRAVEL TO/FROM MACHINE	REPAIR PROCESS COMMENTS: TRAVEL TO AND FROM VINTON, IOWA
10/30/2015	Service	4953	INSTALL PROGRAMMABLE CONTROL	
10/30/2015	Service	4953	TRAVEL TO/FROM MACHINE	REPAIR PROCESS COMMENTS: TRAVEL TO AND FROM VINTON, IOWA

12/29/2015	Service	5014	REPAIR ENGINE	CUSTOMER COMPLAINT: MACHINE BLOWS FUSE DURING SHUT DOWN. REPAIR PROCESS COMMENTS: WENT TO MACHINE AND CHECKED OUT. STARTED AND SHUT OFF MACHINE MANY TIMES DID NOT BLOW FUSE. ORDERED TIMER AND WENT BACK AND INSTALLED TESTED WORKED FINE. THEN IT BLEW THE FUSE ONCE. TESTED FOUND SHUTOFF SOL AMPS HIGH. ORDERED AND REPLACED SHUTOFF WITH NEW NUMBER. DECIDED TO LEAVE THE TIMER ALONE IN CASE IT WAS THE REASON THAT THE SHUT OFF STOPPED WORKING.
12/30/2015	Service	5012	PERFORM PM-3 1000 HOUR	CUSTOMER COMPLAINT: SEG 01 PM3 I CHANGED ENGINE OIL AND FILTER, SAMPLED ALL OILS, CHANGED FUEL FILTERS, CHANGED HYDRAULIC FILTERS, GREASED, INSPECTED, TOPPED OFF FLUIDS, AND FILLED OUT PAPERWORK. REPAIR PROCESS COMMENTS: SEG 02 FUEL SHUTOFF SOLENOID LINKAGE WAS DISCONNECTED FROM THE FUEL PUMP, I RECONNECTED THE LINKAGE AND REPLACED THE FUEL SHUTOFF SOLENOID FUSE AND THAT SEEMED TO FIX THE PROBLEM.
12/30/2015	Service	5012	UPDATE OR MODIFY MACHINE	NOT INCLUDED IN FLAT RATE
12/31/2015	Service	5014	REPAIR PROGRAMMABLE CONTROL	CUSTOMER COMPLAINT: GPS ANTENNA FAILED THE COAX CABLE REPAIR PROCESS COMMENTS: ANTENNA TO PRODUCT LINK INSTALLED IMPROPERLY CAUSING A FAILURE WHEN CUSTOMER OPENED THE ENGINE HOOD FOR SERVICING....REPLACE AT NO CHARGE TO CUSTOMER.
12/31/2015	Service	5014	REPAIR PROGRAMMABLE CONTROL	
07/13/2016	Service	5232	PERFORM PM-1 250 HOUR	CUSTOMER COMPLAINT: SEG 01 PM1 I CHANGED ENGINE OIL AND FILTER, SAMPLED ENGINE OIL AND FINAL DRIVES, CHANGED FUEL FILTERS, GREASED, INSPECTED, TOPPED OFF FLUIDS, AND FILLED OUT PAPERWORK.
08/05/2016	Service	5270	REPAIR HYDRAULIC SYSTEM	CUSTOMER COMPLAINT: MACHINE STALLING OUT. REPAIR PROCESS COMMENTS: ORDERED AND INSTALLED POWER SHIFT SOL ADJUSTED AND TESTED WORKS FINE. HAVE PARTS TO RESEAL SWIVEL AND NEW V-BELTS WILL DO JOB AT LATER DATE.
10/31/2016	Service	5449	PERFORM PM-2 500 HR	CUSTOMER COMPLAINT: PM2 DUE ON 315 C L. REPAIR PROCESS COMMENTS: PM2 DONE. CHANGED ENGINE OIL REPLACED ENGINE OIL, FUEL, CAB AND ENGINE AIR FILTERS. PULLED ENGINE OIL, COOLANT, SWING, HYD AND FINAL DRIVES SOS SAMPLES CHECKED AND TOPPED OFF ALL FLUIDS.
10/31/2016	Service	5449	UPDATE OR MODIFY MACHINE	NOT INCLUDED IN FLAT RATE
01/18/2017	Service	5478	REPAIR SWIVEL JOINT	----- CUSTOMER COMPLAINT NO TRAVEL PRESSURE. REPLACE V-BELTS. REPAIR ENGINE OIL LEAK. ----- CAUSE OF FAILURE SWIVEL SEALS LEAKING. BAD V-BELTS. ENGINE OIL LEAKING OUT MANIFOLD. ----- CORRECTION REMOVED AND RESEALED SWIVEL. INSTALLED AND HOOKED UP ALL LINES RAN MACHINE NO LEAKS. REMOVED AND REPLACED ALL V-BELTS ADJUSTED. REMOVED AND RESEALED FILTER MANIFOLD. INSTALLED AND RAN MACHINE NO MORE LEAKS. REPAIRED BELLY PANS THEY WERE BENT UP BADLY. RAN MACHINE PRESSURES ALL OK. ----- CONTINGENT DAMAGE IF ANY ----- COMPLICATIONS IF ANY -----
01/31/2017	Parts	0		
12/09/2017	Service	5818	REPAIR HYDRAULIC SYSTEM	----- CUSTOMER COMPLAINT NO HYD POWER. ----- CAUSE OF FAILURE ----- CORRECTION CHECKED PRESSURES FOUND ALL WERE LOW. THERE WAS A UPDATED MAIN RELIEF TO ORDER. ORDERED NEW RELIEF AND REPLACED TESTED PRESSURE AT TOP OF SPEC. CHECKED FOR LEAKS ALL OK. ----- CONTINGENT DAMAGE IF ANY ----- COMPLICATIONS IF ANY -----

03/30/2018	Service	5916	PERFORM PM-1 250 HOUR	----- CUSTOMER COMPLAINT PERFORM PM 1 ----- CAUSE OF FAILURE ----- CORRECTION WE TRAVELED TO MACHINE CHECKED FLUIDS SO WE COULD WARM MACHINE UP. WE TOOK ENGINE OIL SAMPLE AND FINAL DRIVE OILS. WE CHANGED ENGINE OIL AND FILTER. WE CHANGED FUEL FILTERS WE CHANGED INNER AND OUTER AIR FILTERS. WE CHECKED FINAL DRIVE OIL AND SWING DRIVE OIL. WE CHECKED COOLANT IT WAS FULL AND AT -34 DEGREES. WE CHANGED CAB AIR FILTERS WE GREASED MACHINE COMPLETE. WE CHECKED ALL LIGHTS AND TRAVEL ALARM AND FRONT HORN ALL WERE IN GOOD WORKING ORDER. WE CHECKED AND TOPPED OFF HYD OIL TO FULL. ----- ----- CONTINGENT DAMAGE IF ANY ----- ----- COMPLICATIONS IF ANY ----- -----
03/30/2018	Service	5916	UPDATE OR MODIFY MACHINE	
04/20/2018	Service	5969	REPAIR PRODUCT LINK SYSTEM 321	----- CUSTOMER COMPLAINT TECH WAS UNABLE TO SYNC HOURS BECAUSE PL BOX WAS NOT VISIBLE IN ET. ORIGINAL WORK DONE ON CC02210 ----- CAUSE OF FAILURE CAN WIRES ARE NOT TIED TO THE CAN SYSTEM BUT ON THERE OWN FOR PRODUCT LINK. ----- ----- CORRECTION I HOOKED UP THE "BRAKE OUT" CABLE THAT RON BUILT AND WAS ABLE TO TALK WITH THE PRODUCT LINK. THEN I UPDATED THE HOURS FROM 5967 TO MACHINE CLOCK 5969. THEN I UPDATED SOFTWARE TO 549- 8396 FROM 5260-9979. ----- CONTINGENT DAMAGE IF ANY ----- ----- COMPLICATIONS IF ANY RYAN B- TECH WAS UNABLE TO UPDATE HOURS DURING PM SERVICE BECAUSE PL BOX WAS INSTALLED AND NOT CONNECTED TO CAT ET. THIS WAS COMMON DURING THE EARLY PHASE OF THE PL641 INSTALLS. THESE BOXES REQUIRE A CABLE THAT WAS MADE BY RON H. THESE WERE NOT DISTRIBUTED TO THE LUBE TECHS. WE ARE WORKING WITH THE GPS GROUP TO GET THESE
04/20/2018	Service	5969	TRAVEL TO/FROM* MACHINE	CONTACT C CUSTOM
04/20/2018	Service	5969	REPAIR PRODUCT LINK SYSTEM 321	----- CUSTOMER COMPLAINT TECH WAS UNABLE TO SYNC HOURS BECAUSE PL BOX WAS NOT VISIBLE IN ET. ORIGINAL WORK DONE ON CC02210 ----- CAUSE OF FAILURE CAN WIRES ARE NOT TIED TO THE CAN SYSTEM BUT ON THERE OWN FOR PRODUCT LINK. ----- ----- CORRECTION I HOOKED UP THE "BRAKE OUT" CABLE THAT RON BUILT AND WAS ABLE TO TALK WITH THE PRODUCT LINK. THEN I UPDATED THE HOURS FROM 5967 TO MACHINE CLOCK 5969. THEN I UPDATED SOFTWARE TO 549- 8396 FROM 5260-9979. ----- CONTINGENT DAMAGE IF ANY ----- ----- COMPLICATIONS IF ANY RYAN B- TECH WAS UNABLE TO UPDATE HOURS DURING PM SERVICE BECAUSE PL BOX WAS INSTALLED AND NOT CONNECTED TO CAT ET. THIS WAS COMMON DURING THE EARLY PHASE OF THE PL641 INSTALLS. THESE BOXES REQUIRE A CABLE THAT WAS MADE BY RON H. THESE WERE NOT DISTRIBUTED TO THE LUBE TECHS. WE ARE WORKING WITH THE GPS GROUP TO GET THESE
04/20/2018	Service	5969	TRAVEL TO/FROM* MACHINE	CONTACT C CUSTOM

Fluid Analysis

Date	Hours	Compartment	Severity	Interpretation
09/10/2018	6,146	ENGINE	No Action Required	RESULTS OF THE LATEST SAMPLE INDICATE NORMAL WEAR AND TRENDS FOR THIS COMPARTMENT. NO EXCESSIVE WEAR IS INDICATED AT THIS TIME. CONTINUE TO MONITOR COMPARTMENT BY SAMPLING AT RECOMMENDED INTERVALS.
09/10/2018	6,146	FINAL DRIVE REAR LEFT	Monitor	SAMPLE IS DARKER THAN NORMAL. ALL OTHER DATA IS NORMAL. BE SURE CORRECT WARM-UP PROCEDURE IS FOLLOWED. CK SAMPLING PROCEDURE. CHECK RECORDS TO VERIFY OIL USAGE PERIOD. OIL WAS CHG'D AT THIS TIME. RESAMPLE IN 250 HRS. CONTINUE TO MONITOR COMPARTMENT BY SAMPLING AT RECOMMENDED INTERVALS.

09/10/2018	6,146	FINAL DRIVE REAR RIGHT	Monitor	IRON IS SLIGHTLY HIGH. SAMPLE IS DARKER THAN NORMAL. SILICON AND ALUMINUM IN THIS RATIO USUALLY INDICATE DIRT ENTRY. CHECK RECORDS TO VERIFY OIL USAGE PERIOD. OIL WAS CHG'D AT THIS TIME. RESAMPLE IN 250 HRS. CONTINUE TO MONITOR COMPARTMENT BY SAMPLING AT RECOMMENDED INTERVALS.
09/10/2018	6,146	HYDRAULIC SYSTEM	Monitor	IRON IS SLIGHTLY HIGH. ALL OTHER DATA IS NORMAL. CHECK RECORDS TO VERIFY OIL USAGE PERIOD. NOTE LENGTH OF TIME SINCE LAST SAMPLE TAKEN. INTERMITTENT USAGE CAUSES HIGH READINGS. WE NEED MORE HISTORY ESTABLISHED TO ACCURATELY EVALUATE EQUIPMENT CONDITION. OIL WAS CHG'D AT THIS TIME. RESAMPLE IN 6 MONTHS OR 250 HRS, WHICHEVER COMES FIRST, TO MONITOR TREND. CONTINUE TO MONITOR COMPARTMENT BY SAMPLING AT RECOMMENDED INTERVALS.
09/10/2018	6,146	RADIATOR	Monitor	GLYCOLATE IS HIGH. HIGH GLYCOLATE INDICATES THE COOLANT IS OLD OR THE COOLANT HAS AGED MORE QUICKLY THAN NORMAL. INHIBITOR LEVEL IS TOO LOW TO PROVIDE CORROSION/EROSION PROTECTION. ADD 2% CAPACITY OF ELC EXTENDER (CAT P/N 119-5152) TO BOOST INHIBITOR. SAMPLE AGAIN AT HALF THE REGULAR INTERVAL TO MONITOR INHIBITORS LEVELS.
03/26/2018	5,910	ENGINE	No Action Required	RESULTS OF THE LATEST SAMPLE INDICATE NORMAL WEAR AND TRENDS FOR THIS COMPARTMENT. NO EXCESSIVE WEAR IS INDICATED AT THIS TIME. CONTINUE TO MONITOR COMPARTMENT BY SAMPLING AT RECOMMENDED INTERVALS. NOTE LENGTH OF TIME SINCE LAST SAMPLE TAKEN. RESAMPLE IN 6 MONTHS OR 250 HRS, WHICHEVER COMES FIRST, TO MONITOR TREND.
03/26/2018	5,910	FINAL DRIVE REAR LEFT	No Action Required	WEAR PATTERN IS ACCEPTABLE AT THIS TIME. NOTE LENGTH OF TIME SINCE LAST SAMPLE TAKEN. INTERMITTENT USAGE CAUSES HIGH READINGS. CHG OIL IF NOT ALREADY DONE. RESAMPLE IN 6 MONTHS OR 250 HRS, WHICHEVER COMES FIRST, TO MONITOR TREND. CONTINUE TO MONITOR COMPARTMENT BY SAMPLING AT RECOMMENDED INTERVALS.
03/26/2018	5,910	FINAL DRIVE REAR RIGHT	Monitor	IRON IS SLIGHTLY HIGH. SILICON AND ALUMINUM IN THIS RATIO USUALLY INDICATE DIRT ENTRY. CHECK FOR A POSSIBLE DIRT LEAK. SAMPLE IS DARKER THAN NORMAL. CHECK RECORDS TO VERIFY OIL USAGE PERIOD. NOTE LENGTH OF TIME SINCE LAST SAMPLE TAKEN. INTERMITTENT USAGE CAUSES HIGH READINGS. CHG OIL IF NOT ALREADY DONE. RESAMPLE IN 6 MONTHS OR 250 HRS, WHICHEVER COMES FIRST, TO MONITOR TREND. CONTINUE TO MONITOR COMPARTMENT BY SAMPLING AT RECOMMENDED INTERVALS.
10/27/2016	5,449	ENGINE	No Action Required	WEAR METAL ANALYSIS RESULTS ARE NORMAL. INFRARED ANALYSIS RESULTS ARE ACCEPTABLE. WATER/FUEL/GLYCOL PHYSICAL TESTS ARE ACCEPTABLE. NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NEXT NORMAL SERVICE INTERVAL.
10/27/2016	5,449	FINAL DRIVE REAR LEFT	No Action Required	SILICON LEVEL IS STABLE AND TRENDING AT A JUST MARGINAL LEVEL. ALL OTHER WEAR METALS/WATER/INFRARED RESULTS ARE ACCEPTABLE. PARTICLE COUNT RESULTS ARE ACCEPTABLE. RESAMPLE IN 500 HOURS. INSPECT BOTH SIDES OF FINAL DRIVES FOR OIL LEAKS. OIL LEAKS OUT DIRT AND WATER GET IN.
10/27/2016	5,449	FINAL DRIVE REAR RIGHT	Monitor	ALUMINUM/SILICON ARE REPORTABLE INDICATING A DIRT ENTRY PROBLEM. IRON LEVEL IS JUST REPORTABLE INDICATING POSSIBLE GEAR/BEARING SCUFFING. WATER/INFRARED RESULTS ARE ACCEPTABLE. CHANGE OIL IF YOU HAVE NOT ALREADY. RESAMPLE IN 500 HOURS. DUO-CONE SEAL DETERIORATION IS SUSPECTED. INSPECT BOTH SIDES OF FINAL DRIVES FOR OIL LEAKS. OIL LEAKS OUT DIRT AND WATER GET IN. IF ANY DIAGNOSIS/REPAIRS ARE RECOMMENDED.
10/27/2016	5,449	HYDRAULIC SYSTEM	No Action Required	WEAR METAL ANALYSIS RESULTS ARE NORMAL. INFRARED ANALYSIS RESULTS ARE ACCEPTABLE. WATER/GLYCOL PHYSICAL TESTS ARE NEGATIVE. PARTICLE COUNT IS ACCEPTABLE. RESAMPLE IN 500 HRS.
10/27/2016	5,449	SWING DRIVE	No Action Required	WEAR METAL ANALYSIS RESULTS ARE NORMAL. INFRARED ANALYSIS RESULTS ARE ACCEPTABLE. WATER PHYSICAL TESTS ARE NEGATIVE. PARTICLE COUNT IS ACCEPTABLE. RESAMPLE IN 500 HRS.

06/23/2016	5,232	ENGINE	No Action Required	WEAR METAL ANALYSIS RESULTS ARE NORMAL. INFRARED ANALYSIS RESULTS ARE ACCEPTABLE. WATER/FUEL/GLYCOL PHYSICAL TESTS ARE ACCEPTABLE. NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.
06/23/2016	5,232	FINAL DRIVE REAR LEFT	Monitor	SILICON IS MARGINAL INDICATING A POSSIBLE DIRT ENTRY. ALL OTHER WEAR METALS/WATER/INFRARED RESULTS ARE ACCEPTABLE. PARTICLE COUNT RESULTS ARE ACCEPTABLE. RESAMPLE IN 500 HOURS. INSPECT BOTH SIDES OF FINAL DRIVES FOR OIL LEAKS. OIL LEAKS OUT DIRT AND WATER GET IN.
06/23/2016	5,232	FINAL DRIVE REAR RIGHT	Monitor	ALUMINUM/SILICON ARE REPORTABLE INDICATING A DIRT ENTRY PROBLEM. IRON LEVEL IS JUST REPORTABLE INDICATING POSSIBLE GEAR/BEARING SCUFFING. WATER/INFRARED RESULTS ARE ACCEPTABLE. CHANGE OIL IF YOU HAVE NOT ALREADY. RESAMPLE IN 500 HOURS. DUO-CONE SEAL DETERIORATION IS SUSPECTED. INSPECT BOTH SIDES OF FINAL DRIVES FOR OIL LEAKS. OIL LEAKS OUT DIRT AND WATER GET IN. IF ANY DIAGNOSIS/REPAIRS ARE RECOMMENDED.
12/09/2015	5,012	ENGINE	No Action Required	WEAR METAL ANALYSIS RESULTS ARE NORMAL. INFRARED ANALYSIS RESULTS ARE ACCEPTABLE. WATER/FUEL/GLYCOL PHYSICAL TESTS ARE ACCEPTABLE. NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.
12/09/2015	5,012	FINAL DRIVE REAR LEFT	Monitor	ALUMINUM/SILICON ARE MARGINAL INDICATING A DIRT ENTRY PROBLEM. ALL OTHER WEAR METALS/WATER/INFRARED RESULTS ARE ACCEPTABLE. PARTICLE COUNT RESULTS ARE UNACCEPTABLE. RESAMPLE IN 500 HOURS. INSPECT BOTH SIDES OF FINAL DRIVES FOR OIL LEAKS. OIL LEAKS OUT DIRT AND WATER GET IN. IF ANY DIAGNOSIS IS RECOMMENDED.
12/09/2015	5,012	FINAL DRIVE REAR RIGHT	Monitor	ALUMINUM/SILICON ARE REPORTABLE INDICATING A DIRT ENTRY PROBLEM. IRON LEVEL IS JUST REPORTABLE INDICATING POSSIBLE GEAR/BEARING SCUFFING. WATER/INFRARED RESULTS ARE ACCEPTABLE. PARTICLE COUNT RESULTS ARE UNACCEPTABLE. CHANGE OIL IF YOU HAVE NOT ALREADY. RESAMPLE IN 500 HOURS. DUO-CONE SEAL DETERIORATION IS SUSPECTED. INSPECT BOTH SIDES OF FINAL DRIVES FOR OIL LEAKS. OIL LEAKS OUT DIRT AND WATER GET IN. IF ANY DIAGNOSIS/REPAIRS ARE RECOMMENDED.
12/09/2015	5,012	HYDRAULIC SYSTEM	No Action Required	WEAR METAL ANALYSIS RESULTS ARE NORMAL. INFRARED ANALYSIS RESULTS ARE ACCEPTABLE. WATER/GLYCOL PHYSICAL TESTS ARE NEGATIVE. PARTICLE COUNT IS ACCEPTABLE. RESAMPLE IN 500 HRS.
12/09/2015	5,012	RADIATOR	Monitor	COPPER AND ZINC ARE SLIGHTLY HIGH. NITRITE AND TT ARE LOW. GLYCOL OXIDATION LEVEL IS HIGH. AIR ENTRY IS POSSIBLE - CHECK FOR POSSIBLE AIR LEAK INTO THE COOLING SYSTEM, AND REPAIR IF NEEDED (E.G. TOP TANK NOT BEING FULL, LOOSE/DAMAGED RADIATOR CAP, ETC.). THEN ADD 2% CAPACITY OF ELC EXTENDER (CAT P/N 119-5152) TO BOOST INHIBITOR. SAMPLE AGAIN AT HALF THE REGULAR INTERVAL TO MONITOR NITRITE LEVELS.
12/09/2015	5,012	SWING DRIVE	Monitor	WEAR METAL ANALYSIS RESULTS ARE NORMAL. INFRARED/WATER RESULTS ARE ACCEPTABLE. VERY SMALL/FINE DEBRIS PARTICULATE WERE PRESENT IN THIS SAMPLE. RESAMPLE IN 250 HRS TO CONFIRM/MONITOR. INSPECT MAGNETIC PLUG(S) FOR FERROUS METAL AND CHECK OIL FOR OTHER VISIBLE MATERIAL/METAL/ETC. MONITOR FOR ANY UNUSUAL PERFORMANCE/NOISES/VIBRATIONS. IF ANY DIAGNOSIS IS RECOMMENDED.

PIP / PSP

End Date	End Date	PIP No.	PIP Type	Hrs Req.	Description	Status
11/30/2006	11/30/2006	PS41950	C	4.00	INSPCT,TIGHTN LOCK NUTS BUCKET CYL	Expired
06/30/2008	06/30/2008	PS42225	C	1.00	Installing an additional fuel line suppo	Expired
03/31/2009	03/31/2009	PS51279	A	29.00	Reworking boom foot cracking on certain	Expired
02/28/2009	02/28/2009	PS51380	A	20.00	Eliminating white smoke on certain 315c	Expired
08/31/2012	08/31/2012	PS51541	A	1.00	Reworking the 163-6785 switch assembly,	Expired
05/31/2011	05/31/2011	PS51663	A	14.00	Replacing the bucket cylinder group on c	Expired
08/31/2010	08/31/2010	PS51708	A	12.00	Repairing the boom foot area if cracked,	Expired
02/28/2017	02/28/2017	PS52873	A	4.00	Replacing the swing drive group on certa	Expired

Warranty History

Product Code	Description	Start Date	End Date	Start Hours	End Hours
MUEP	USED EQUIPMENT PROTECTION	12/20/2007	12/20/2008	1981	2481
SCA0	12 M. WARRANTY >250H-SOLD	07/05/2005	07/05/2006	0	1500
SCB0	12 M. WARRANTY <250H-SOLD	07/05/2005	07/05/2006	0	250
V2H0	36/5000 PT+HYDS	07/05/2005	07/05/2008	0	5000