

WORK ORDER HISTORY

Stock No:	Make: AA	Model: 777D	Serial No: 03PR00803	Division: G	FPC: Z
Eq Sts: U	Inv Sts: S	Last SMU: 41063 H	SMU Date: 09-Jan-19	Arrangement No: 1129777	
Eng Make: AA	Eng Model: 3508	Eng S/N: 02GR01299	Eng Arr No: 1044777	Trans Make:	Trans S/N:

EN | FR

Open Date From : To:

Total Work Orders:	17	Total Parts:	0.00
Total Amount:	0.00	Total Labour:	0.00
Total Labour Hours:	0	Total Misc:	0.00
		Total Flat Rate Amount:	0.00

Customer	Open Date	Hours	Work Order	A/I	Job	Comp	Parts	Cust	Lbr	Cust	Misc	Cust	Segment	Total	Std Hours	Elapsed Hours	Notes
K007201	11-Jan-19 (I)	41063	SAP2012913 - 01	I	540	1000	K007201							0.00	0.5	0	COMPLAINT: PERFORM EXTRA WORK FOR TA2 CAUSE OF FAILURE: GET TRUCK READY FOR TA2 CORRECTION: PREPARE THE MACHINE FOR TA2, REPLACE PRESSURE TAPS COMPLICATION:
			SAP2012913 - 02	I	056	1000	K007201							0.00	0	0	
														WO Total:	0.00		
K007201	09-Jan-19 (I)	41063	SAP2011197 - 01	I	540	1000	K007201							0.00	0.5	0	COMPLAINT: PERFORM TA CAUSE OF FAILURE: PERFORM TA2 CORRECTION: WENT TO MACHINE AT LITTLE NARROWS GYPSUM SITE AND PERFORMED TA2. REPORT WAS SENT IN COMPLICATION:
			SAP2011197 - 02	I	056	1000	K007201							0.00	0	0	
														WO Total:	0.00		
K007201	24-Nov-15 (I)	0	SAP1491248 - 01	I	023	1000	K007201							0.00	5	0	COMPLAINT: REPAIR HOIST CYLINDER CAUSE OF FAILURE: CHROME DAMAGED ON TUBE. CORRECTION: REMOVE METAL STRAP THAT WAS WELDED TO CYLINDER HEAD AND ROD. STEAM AND DISASSEMBLE HOIST CYLINDER. CLEAN AND INSPECT PARTS. SEND BARREL OUT FOR HONE AND REPAIR EYE. SEND ROD OUT FOR CHROME AND REPAIR EYE. SEND TUBE OUT FOR CHROME. REPLACE BEARINGS ON ROD END AND BARREL END. REPLACE SEAL KIT, FLANGES AND CAPS AND GREASE FITTINGS. REPLACE GREASE LINE AND FITTINGS. REASSEMBLE CYLINDER,

Job ID	Date	Qty	Part No	Desc	Unit	WO Total	Cost	Est	Notes
			SAP1491248 - 02	I 023 1000	K007201	0.00	0	0	TORQUE PISTON BOLTS AND HEAD BOLTS. FILL CYLINDER WITH OIL AND TAKE CYLINDER TO PAINT SHOP.
			SAP1491248 - 03	I 085 1000	K007201	0.00	0	0	
			WO Total:			0.00			
K007201	02-Oct-15 (I)	0	SAP1466277 - 01	I 028 1000	K007201	0.00	70	0	COMPLAINT: REBEARING & RESEAL TRANSMISSION, Q#265-15SWH GEARS, SHAFTS, HOUSINGS, CASTINGS, PLATED, YOKES WILL BE AN ADDITIONAL COST. CORRECTION: TOOK TRANSMISSION APART AND FOUND SOME DISCS WERE BELOW SPEC. THE TOP CLUTCH HOUSING HAD TO BE SENT OUT AND REPAIRED WHERE THE ROTATING SEALS RUN DUE TO GROOVES WORN IN THE HOUSING. THERE WERE A FEW PLANETARY SHAFTS THAT HAD TO BE REPLACED AS WELL. INSTALLED ALL NEW BEARINGS AND SEALS AND NECESSARY PARTS. ONCE TRANSMISSION WAS REASSEMBLED IT WAS TESTED AND ALL PRESSURES AND FLOWS WERE IN SPEC. PAINTED.
			WO Total:			0.00			
K007201	02-Oct-15 (I)	0	SAP1466330 - 01	I 988 1000	K007201	0.00	0.5	0	MISCELLANEOUS TRANSMISSION EXTRAS, Q#400-15SWH
			SAP1466330 - 02	I 023 1000	K007201	0.00	0	0	
			WO Total:			0.00			
K007201	28-May-15 (I)	40090	SAP1407221 - 01	I 535 1000	K007201	0.00	1	0	COMPLAINT: CHECK AC CAUSE OF FAILURE: NONE CORRECTION: CHECKED A/C SYSTEM OPERATION. REPLACED INNER AND OUTER CAB FILTERS. TIGHTENED COMPRESSOR BELT. TEMPERATURE AT DUCT 45F-WORKING GOOD.
			SAP1407221 - 02	I 056 1000	K007201	0.00	1	0	
			WO Total:			0.00			
K007201	12-Jun-14 (I)	35003	SAP1242270 - 01	I 023 1000	K007201	0.00	2	0	COMPLAINT: REPAIR AC CAUSE OF FAILURE: A/C COMPRESSOR BELT OFF.

CORRECTION:
 JUNE 12 2014
 CHECKED A/C
 OPERATION FOUND
 COMPRESSOR BELT
 OFF.
 LOOKED LIKE THE
 BELT HAD BEEN
 SLIPPING, IT WAS
 STILL IN ONE PIECE
 BUT WORN BAD.
 REMOVED BELT
 AND LOOKED UP
 PART NUMBER,
 CUSTOMER
 HAD ONE IN STOCK.
 CHECKED IDLER
 PULLEY AND
 COMPRESSOR
 CLUTCH,
 EVERYTHING WAS
 FREE AND SMOOTH.
 REMOVED FOUR
 FAN BELTS IN
 ORDER TO INSTALL
 NEW A/C
 BELT IN THE
 GROOVE BEHIND
 THEM.
 REPLACED IN AN
 OUTER CAB AIR
 FILTERS,
 CUSTOMER HAD
 THEM IN STOCK.
 STARTED AND
 CHECKED
 OPERATION,
 SYSTEM WAS OKAY,
 DUCT
 TEMPERATURE WAS
 45F.

SAP1242270 - 02 | 056 1000 K007201

WO Total:

0.00 2 0

0.00

K007201 08-Aug-13 (I) 35002 SAP1087261 - 01 | 056 1000 K007201

0.00 2 0

COMPLAINT:
 - REPAIR AC.
 CAUSE OF FAILURE:
 - A/C COMPRESSOR
 SEIZED.
 CORRECTION:
 -268-CHECKED A/C
 ON THIS UNIT AND
 FOUND THE BELT
 WAS MISSING FROM
 THE COMPRESSOR.
 -INSTALLED A NEW
 BELT AND REALIZED
 THE COMPRESSOR
 WAS SEIZED.
 -HAD A
 COMPRESSOR ON
 HAND.
 -RECOVERED THE
 REFRIGERANT
 FROM SYSTEM AND
 REPLACED THE
 COMPRESSOR.
 -ALSO REPLACED
 THE INLINE DRYER,
 THE COUPLERS
 WERE
 SEIZED AND HAD TO
 BE REPLACED AS
 WELL.
 -THE SYSTEM WAS
 PRESSURE TESTED
 AND THEN
 EVACUATED
 TO REMOVE
 MOISTURE.
 -THE SYSTEM WAS
 CHARGED TO
 PROPER LEVEL
 WITH 134A.
 -IT WAS WORKING
 WELL THE
 TEMPERATURE AT
 THE CAB
 DUCTS WAS 50F.

SAP1087261 - 02 | 535 1000 K007201

WO Total:

0.00 4 0
0.00
0.00 1 0

K007201 02-Jul-13 (I) 35001 SAP1069607 - 01 | 535 1000 K007201

COMPLAINT:
CHECK ELECTRICAL SYSTEM
CAUSE OF FAILURE:
-268- ONE OF TWO MAIN RELAYS FAILED AND ENGINE WOULDN'T CRANK
CORRECTION:
-221-
- CHECKED TRUCK FOR ELECTRICAL ISSUES.
- HOOKED UP TO ET AND RECEIVED A COMMUNICATION ERROR.
- STARTED TROUBLESHOOTING AND JOB WAS HANDED OFF TO ANOTHER TECH TO FINISH AS HE WAS ON SITE.
-268-JULY 2 2013
- TRAVELED TO LITTLE NARROWS GYPSUM AND TOOK OVER TROUBLESHOOTING THIS UNIT FROM ANOTHER TECHNICIAN.
- THE CUSTOMER'S MECHANICS HAD SAID THERE WAS A BATTERY SHORTED OUT ON THIS TRUCK.
- AFTER IT WAS REPLACED THE ENGINE WOULDN'T CRANK ON THE KEY SO THEY CROSSED IT OVER AND IT STARTED.
- THEN IT WOULDN'T SHIFT INTO GEAR, THEY HAD TO GO BACK TO THE TRANSMISSION AND MANUALLY SHIFT IT.
- THEY WERE ABLE TO DRIVE IT TO THE SHOP THIS WAY.
- THE BOX WAS DOWN AND I COULDN'T EASILY GET TO THE ELECTRICAL COMPARTMENT IN THE BACK OF THE CAB.
- I STARTED LOOKING OVER THE WIRING SCHEMATIC FOR THE TRUCK.
- THE ENGINE START SIGNAL ACTUALLY COMES FROM THE TRANSMISSION ECM.
- THERE WAS NO POWER TO THE TRANSMISSION ECM.
- I MADE A JUMPER WIRE TO POWER UP THE START RELAY AND WAS ABLE TO START THE TRUCK AND LIFT THE BOX.

- THERE ARE TWO MAIN RELAYS, ONE OF WHICH SUPPLIES POWER TO THE TRANSMISSION ECM. ONE RELAY WAS BAD.
 - THERE WAS A SCRAPPED TRUCK SITTING IN THE YARD SO A RELAY WAS TAKEN FROM IT.
 - THE ENGINE WOULD THEN START ON THE KEY.
 - THERE WAS AN ACTIVE CODE FOR A COIL ON THE TORQUE LOCKUP.
 - THE COIL WAS FOUND TO BE SHORTED.
 - A NEW ONE WAS ORDERED AND INSTALLED.

						WO Total:	0.00			
K007201	13-Mar-13 (I)	0	SAP1029537 - 01		063 1000	K007201	0.00	20	0	PLANE ENGINE BLOCK DECKS & FREIGHT CHARGES, Q#61-13RBM
						WO Total:	0.00			
K007201	13-Mar-13 (I)	0	SAP1029539 - 01		557 1000	K007201	0.00	1	0	ADDITIONAL TRANSMISSION PARTS NOT IN ORIGINAL QUOTE, Q#29-13SWH
						WO Total:	0.00			
K007201	21-Jan-13 (I)	35000	SAP1026696 - 01		520 1000	K007201	0.00	254	0	COMPLAINT: OVERHAUL ENGINE, Q#18-13RBM ITEM 1 CORRECTION: DISASSEMBLED ENGINE. CLEANED AND INSPECTED ALL PARTS. FOUND BLOCK TO BE IN VERY BAD CONDITION. HAD TO SEND BLOCK OUT TO HAVE THE FACE OF THE DECK MACHINED, AFTER THE DECK WAS MACHINED TWO LINER SEATS STILL HAD TO BE COUNTER BORED, CYLINDER'S TWO AND EIGHT, CRANK WAS POLISHED (STANDARD MAINS AND RODS) AND CAMS WERE POLISHED, GEAR TRAIN WAS IN GOOD SHAPE. BUILT ENGINE BACK UP WITH (REMAN) CYLINDER PACKS, HEADS, ALL COOLERS, ALL PUMPS, TURBO CARTRIDGE'S, AIR COMPRESSOR & INJECTORS, AFTER COOLER WAS CLEANED AND TESTED, LIFTERS AND ROCKER ARMS WERE REUSED,

ENGINE MOUNTS WERE REPLACED WITH NEW. THERMOSTATS WERE REPLACED, EVERY GASKET AND SEAL WAS REPLACED, ORIGINAL ECM AND WIRING HARNESS WAS INSTALLED, INJECTOR TRIM FILES WERE CHANGED, ENGINE WAS RAN ON DYNO FOR TWO HOURS AND MADE HORSEPOWER. NO LEAKS FOUND. GOT ENGINE READY FOR PAINT, PLUGGED AND COVERED ALL HOLES AND PREPPED FOR SHIPPING.

SAP1026696 - 02 | 063 1000 K007201
 SAP1026696 - 03 | 080 1000 K007201
 SAP1026696 - 04 | 034 1000 K007201
 SAP1026696 - 05 | 063 1000 K007201

0.00 0 0
 0.00 0 0
 0.00 0 0
 0.00 0 0

WO Total: 0.00

K007201 21-Jan-13 (I) 0 SAP1026698 - 01 | 028 1000 K007201

0.00 32 0

COMPLAINT: REBEAR/RESEAL TORQUE CONVERTER, Q#18-13RBM, ITEM 2
 CORRECTION: I DISASSEMBLED THE TORQUE CONVERTER AND INSPECTED FOR DAMAGE. NO ACTUAL DAMAGE FOUND. I INSTALLED NEW BEARINGS AND SEALS.

WO Total: 0.00

K007201 21-Jan-13 (I) 0 SAP1026699 - 01 | 028 1000 K007201

0.00 75 0

COMPLAINT: REBEAR/RESEAL TRANSMISSION, Q#18-13RBM ITEM 3
 ADDITIONAL PARTS, Q#29-13SWH
 CORRECTION: TOOK TRANS APART. MANY OF THE EXTERIOR BOLTS HAD TO BE CUT OFF DUE TO CORROSION. ONCE APART I FOUND A LOT OF THE DISCS WERE BELOW SPEC, AS WELL AS A FEW OF THE GEARS HAD CASE HARDENING COMING OFF. I ORDERED ALL BEARINGS AND SEALS AS WELL AS ALL NECESSARY PARTS. ONCE TRANS WAS TOGETHER IT WAS TESTED. ALL PRESSURES AND FLOWS IN SPEC. TRANS WAS THEN SENT TO PAINT BAY FOR PAINT.

SAP1026699 - 02 | 085 1000 K007201

0.00 0 0

WO Total: 0.00

K010271 09-Jul-12 (I) 0 SAP1012798 - 01 | 557 1000 K010271

0.00 1 0

