

D10 CARTER MACHINERY COMPANY, INC.

REPORT ID: USC0057

8/15/19 7:53:09

Customer 037239A MECHEL BLUESTONE, INC.

Model 789C

EQUIPMENT REPAIR SUMMARY

Serial Number 02BW01622

Delivery Date 02/27/10

Equip# 599

PIP: PRODUCT IMPROVEMENT PRGM:

POL: CUSTOMER SUPPORT WARRANTY

PSP: PRODUCT SUPPORT PROGRAM

109 24M/10000HR EPT

142 12 MONTH TOTAL

Work Order	Invoice Date	SMR	Sg Description
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0234259	02/28/10	11	01 ASSEMBLE MACHINE
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SET UP NEW MACHINE

COMPLAINT: ASSEMBLE MACHINE.

COMPLICATION: WE HAD TO WORK ON CRANE TO GET AIR TO WORK ON C.J.S CRANE.

CORRECTION: BLOCKED UP CHASSIS AND BOLTED UP DIFFERENTIAL BUT DID NOT TORQUE BOLTS.

2/18/10

PUT LOCTITE ON REAR DIFF. MOUNTING BOLTS AND TORQUED TO SPEC. TORQUED REAR LOWER STRUT BOLTS TO SPEC. INSTALLED DRIVE SHAFT AND TORQUED TO SPEC. INSTALLED LEFT FRONT STRUT AND SPINDLE BUT DID NOT TORQUE. HOOKED UP TRANSMISSION AND BRAKE HOSES. HOOKED UP TRANSMISSION HARNESS.

2/22/10

INSTALLED INTAKE TUBES AND ELBOWS ON BOTH SIDES. CLEANED WHEEL STUDS. TORQUED INNER WHEELS ON LEFT AND RIGHT SIDES ALSO TORQUED LEFT FRONT WHEEL. WORKED ON CAB MUD FLAP.

2/23/10

FILLED HYD. TANK, REAR DIFFERENTIAL, TRANSMISSION TANK AND STEERING TANK. CHECKED AND FILLED FRONT AXLES.

HOOKED UP GREASE TANK FILL HOSE. INSTALLED BATTERIES BUT COULD NOT FIND POSITIVE BATTERY CABLE END. WE WILL ORDER NEW ONE.

CHARLIE INSTALLED HOSE FOR TRANSMISSION VENT.

2/24/10

TORQUED REAR WHEEL MOUNTING BOLTS TO SPEC. LEFT AND RIGHT. INSTALLED REAR AIR STEM GUARDS ON BOTH REAR OUTSIDE WHEELS.

ADDED OIL TO STEERING TANK, HYD. TANK AND TRANSMISSION TANK. STARTED MACHINE CHECKED FOR LEAKS.

GOT MACHINE DOWN OFF OF BLOCKS AND STACKED CRIB BLOCKS AND PICKED UP TRASH. ADJUSTED FRONT WHEEL TOE IN.

SET BED ON MACHINE AND INSTALLED REAR BED PINS. (BRAKES NEED TO BE BLED.)

2/25/10

INSTALLED AND SHIMMED BED PADS. INSTALLED GREASE LINES FOR HOIST CYLINDER. GREASED STEERING LINKAGE AND TOP BEARING ON FRONT SUSPENSION CYLINDERS. FRONT SUSPENSION CYLINDER RODS STILL NEED MORE GREASE.

STARTED ADDING OIL TO FRONT SUSPENSION CYLINDERS BUT DID NOT GET THEM FULL.

TM&R
Cust

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TM&R	Cust
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INSTALLED BED CABLE.

2/26/10

HOOKED UP GREASE LINES ON REAR BED PINS AND TOP OF HOIST CYLINDER.

PURGED ALL GREASE FITTINGS FILLED GREASE TANK.

INSTALLED LEFT REAR MUD FLAP AND MUD FLAP FOR BED CABLE.

INSTALLED PLATES ON BED FOR EXHAUST.

HOOKED UP (ET) AND CLEARED LOGGED EVENTS AND DOWN LOADED ENGINE CONFIG. AND TRANSMISSION AND BRAKE CONFIG.

SHIMMED FUEL TANK.

BRAKES NEED BLEED AND ROCK KNOCKERS NEED TO BE INSTALLED. NEED TO FINISH CHARGING REAR STRUTS.

CORRECTION: WE SET THE FUEL TANK ON THE FRAME AND MOUNTED THE SERVICE CENTER AND ROUTED THE LINES AND CLAMPED IN PLACE. WE CLEANED THE MOUNTING SURFACE FOR THE CAB MOUNTS. WE THEN INSTALLED THE MOUNTS AND SET THE CAB IN PLACE. WE SET THE CAB AND SHIMMED TO SPEC. WE INSTALLED THE BOLTS AND FOUND A BOLT HOLE THAT WAS TAPPED CROOKED. THE CAB WILL HAVE TO BE SET OFF TO REPAIR THE HOLE.

CORRECTION: REMOVED CAD DUE TO MOUNTING HOLE TAPPED WRONG. REPAIRED MOUNT HOLE. INSTALLED AND TORQUED CAB TO SPEC. HOOKED UP ELECTRICAL CONNECTIONS. INSTALLED LEFT LADDER ASSEMBLY. INSTALLED FRONT HAND RAIL AND REAR LADDER. INSTALLED HAND RAIL TO RIGHT FENDER.

CORRECTION: CRIBBED THE REAR OF MACHINE. SHIMMED BOTH FRONT SUSPENSION CYLINDER BEARINGS TORQUED TO SPECS. TORQUED BOTH FRONT SUSPENSION CYLINDERS TO SPECS. HOOKED UP GREASE HOSES TO SUSPENSION CYLINDERS AND BEARINGS. HOOKED UP STEERING LINK BALL STUD AND TORQUED TO SPECS.

CORRECTION: LOADED BOTH FRONT SUSPENSION CYLINDERS ON FLAT BED AND MOVED TO MACHINE. INSTALLED BEARINGS ON RIGHT SUSPENSION CYLINDER. INSTALLED SUSPENSION CYLINDER, BUT DID NOT TORQUE. HAD TO ORDER BOLTS AND GREASE FITTINGS FOR SUSPENSION CYLINDER BEARINGS.

CORRECTION: WE ASSEMBLED AND MOUNTED THE RIGHT FENDER WITH THE AIR TANK AND FILTER HOUSING ON IT. WE THEN SET THE STEERING TANK ON THE MACHINE AND CONNECTED THE LINES. WE CONNECTED THE AIR LINES TO THE AIR TANK. WE PUT THE BRAKE COOLING LINES ON

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THE REAR FINAL DRIVES AND CONNECTED THE
DIFFERENTIAL COOLING LINES TO THE COOLER AND
MOUNTED THE AUTO LUBE INJECTOR RAIL ON THE REAR.

CORRECTION: ASSEMBLE MACHINE. INSTALL RIGHT FENDER
AND AIR CLEANER HOUSING. INSTALL MUFFLER AND
EXHAUST PIPING. INSTALL MIRROR AND BRACKETS BOTH
SIDES

CORRECTION: UNLOADED MACHINE FROM TRAILER AND
BLOCKED. HUNG BANJO HOUSING. HOOKED UP REAR
SUSPENSION CYLINDERS AND DOG BONE. DID NOT TORQUE
BANJO HOUSING MOUNTING BOLTS.

CORRECTION: HOOKED UP LEFT FRONT SUSPENSION
CYLINDER. INSTALLED RIGHT FRONT SUSPENSION
CYLINDER. HOOKED UP RIGHT FRONT SUSPENSION
CYLINDER. DID NOT TORQUE BOLTS. HUNG FUEL TANK.

CORRECTION: INSTALLED CAB. PLUMBER UP FUEL TANK.
PLUMBER UP QUICK FILL SERVICE CENTER. SHIMMED CAB

CORRECTION: INSTALLED RIGHT SIDE PLATFORM.
INSTALLED MUFFLER AND EXHAUST PIPING. HOOKED UP
DIFFERENTIAL COOLER OIL LINES. BOLTED UP GREASE
INJECTORS ON REAR. INSTALLED BRAKE OIL COOLER
LINES ON REAR WHEEL UNITS. INSTALLED AIR CLEANER
HOUSING ON RIGHT SIDE.

CORRECTION: WEDNESDAY UNLOAD MACHINE BLOCK IT UP
INSTALL REAR DIFF. THURSDAY SET FRONT SUSPENSION
CYLINDERS SET FUEL TANK HOOK UP BRAKE AND COOLER
LINES ON FRONT WHEELS. FRIDAY SET CAB INSTALL
BOLTS AND SHIMS PLUMB UP FUEL TANK AND QUICK LUBE
SERVICE CENTER. SATURDAY SET RIGHT SIDE PLATFORM
INSTALL STEERING TANK PLUMB UP AIR TANK AND
STEERING TANK. INSTALL BRAKE COOLER LINES ON REAR
WHEELS AND HOOK UP DIFF. COOLER INSTALLED MUFFLER
AND PIPE THAT MOUNTS TO RIGHT FENDER.

CORRECTION: INSTALLED LEFT FENDER. INSTALLED AIR
CLEANER HOUSING ON LEFT SIDE. HOOKED UP SUCTION
LINE TO TRANSMISSION. HOOKED UP WIRING ON EACH
FENDER. INSTALLED AUTO LUBE GREASE BUCKET AND
PUMP. HOOKED UP LINES ON STEERING TANK. INSTALLED

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EXHAUST PIPING AND MUFFLER.

CORRECTION: INSTALLED LEFT FRONT FENDER WITH AIR FILTER HOUSING. INSTALL TOP MUFFLER AND EXHAUST PIPE FOR BOTH MUFFLERS. INSTALLED MIRROR ON BOTH SIDES OF MACHINE. INSTALLED HOSE FOR FUEL TANK BREATHER. INSTALLED HOSES ON REAR DIFFERENTIAL AND COVERS OVER FILTER. REMOVED HOSE FROM TRANSMISSION THAT WAS TOO SHORT AND SENT BACK TO BLUEFIELD STORE WITH BLUEFIELD TECHNICIAN.

CORRECTION: INSTALLED THE EXHAUST FROM ENGINE TO THE MUFFLER AND INSTALLED THE MUFFLER. INSTALLED THE AUTO LUBE KEG AND CONNECTED THE LINES AND HARNESS. INSTALLED THE STEERING LINES FROM THE HAND METERING UNIT TO THE HOSES UNDER THE CAB AND ALSO THE GUARD. CONNECTED THE HARNESS TO THE FUEL LEVEL SENSOR. INSTALLED TWO FIRE EXTINGUISHERS AND BRACKETS ON THE TOP DECK ON THE FRONT HAND RAIL. REMOVED THE BATTERIES AND TOOK TO SHOP TO BE FILLED. WE REMOVED A VENT HOSE FROM THE TRANSMISSION TANK TO THE TRANSMISSION, IT WAS TOO SHORT AND WILL BE REMADE LONGER. THE LEFT FENDER AND BRACES WERE INSTALLED BUT , STILL NEED ANOTHER BRACE INSTALLED. INSTALLED THE LEFT AIR FILTER HOUSING.

CORRECTION: INSTALL CAB HOLES MESSED UP NIGHT SHIFT WAS GOING TO PULL IT BACK OFF

CORRECTION: ASSIST IN ASSEMBLY OF MACHINE

CORRECTION: TORQUED RIGHT FRONT WHEEL TO SPECS. INSTALLED MOUNTING RINGS BUT DID NOT TORQUE TO BOTH REAR OUTER WHEELS.

CORRECTION: WE ENABLED HOIST SYSTEM THROUGH E T AND REMOVED BRACKETS FROM HOIST CYLINDERS. WE INSTALLED LEFT UPPER HOIST CYLINDER PIN. SPACERS AND RETAINER PLATE. WE INSTALLED RIGHT UPPER HOIST CYLINDER PIN. SPACERS AND RETAINER PLATE. I COULD NOT FIND THE GREASE FITTINGS OR THE HOIST CYLINDER GREASE HOSE CLIPS. I LOOKED UP THE PARTS.

CORRECTION: INSTALLED RIGHT LADDER MUD GUARD. INSTALLED FLOOD LIGHT ON CAB AND FM ANTENNA ON CAB. FILLED BOTH FRONT SUSPENSION CYLINDERS WITH OIL TO SPECS. CHARGED BOTH FRONT SUSPENSION

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CYLINDERS WITH NITROGEN TO SPECS. INSTALLED TWO MUD GUARDS TO RIGHT SIDE OF BED, AND INSTALLED FRONT MUD GUARD TO RIGHT SIDE OF BED.

COMPLICATION: HAD TO WAIT FOR NITROGEN CHARGING KIT TO BE BROUGHT FROM SOUTH FORK. ALSO COULD NOT DO ANY ELECTRICAL WORK WHILE WELDERS WERE WELDING ROCK EJECTOR BRACKETS.
CORRECTION: 2-26-10 CHARGE REAR SUSPENSION CYL WITH OIL AND RAISED 1 INCH WITH OIL. CHARGED WITH NITROGEN TO TOP OF STROKE SO WELDERS COULD HAVE MORE CLEARANCE TO WELD. LEFT NITROGEN HOOKED UP SO RANDY JONES CAN SET TO PROPER HEIGHT. FILLED HYD TANK TO PROPER LEVEL. FILLED GREASE TANK, GREASED ALL INJECTORS, REMOVED FUEL TANK SHIMS FROM 2BW1623 TO SHIM OURS AND ORDERED BACK SHIMS AND 2 NITROGEN CHARGE VALVE THAT WERE ROBBED FROM 1623. GAVE PARTS LIST TO MIKE BEAR. TERRY JONES DID DOWN LOADS AND CALIBRATIONS. AFTER ALL OTHER THINGS.

COMPLAINT: ASSEMBLE MACHINE

COMPLICATION: TABLE 85 COMMISSIONING

SPECIFICATIONS

DESCRIPTION	SPECIFICATION	ACTUAL
ENGINE LOW IDLE SPEED	710 ± 20 RPM	:700
PSI		
ENGINE HIGH IDLE SPEED	1935 ± 30 RPM	:1940
PSI		
BRAKE RETRACT PRESSURE AT HIGH IDLE		
4685 ± 207 KPA (680 ± 30 PSI)	:660 PSI	:
HOIST PRESSURE (RAISE)		
18610 ± 350 KPA (2700 ± 50 PSI)	:2750 PSI	:
HOIST PRESSURE (LOWER)		
3275 ± 175 KPA (475 ± 25 PSI)	:450 PSI	:
TRANSMISSION LUBRICATION PRESSURE AT LOW IDLE IN NEUTRAL		
35 ± 30 KPA (5 ± 4 PSI)	:2 PSI	:
TRANSMISSION LUBRICATION PRESSURE AT HIGH IDLE IN NEUTRAL		
160 ± 45 KPA (23 ± 6 PSI)	:24 PSI	:
TRANSMISSION CHARGE PRESSURE AT LOW IDLE		
2480 KPA (360 PSI) MINIMUM	:380 PSI	:
TRANSMISSION CHARGE PRESSURE AT HIGH IDLE		
3203 KPA (465 PSI) MAXIMUM	:480 PSI	:
TORQUE CONVERTER OUTLET PRESSURE AT LOW IDLE		
138 ± 69 KPA (20 ± 10 PSI)	:18 PSI	:
TORQUE CONVERTER OUTLET PRESSURE AT HIGH IDLE		
551 ± 69 KPA (80 ± 10 PSI)	:70 PSI	:
PRESSURE OF THE TORQUE CONVERTER LOCKUP AT 1300		

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RPM

2136 ± 69 KPA (310 ± 10 PSI) :320 PSI :

CORRECTION: INSTALLED BOTH REAR ROCK
KNOCKERS, ADJUSTED REAR SUSPENSION CYLINDERS TO
SPECS, PURGED AIR FROM BRAKING SYSTEM, ADJUSTED BED
POSITION, SENSOR CHECKED PRESSURES, CALIBRATED
PAYLOAD, PULLED HYDRAULIC OIL SAMPLE, CLEARED ALL
CODES AND DOWNLOADED VIMS.

COMPLICATION: WEATHER, COLD AND BLOWING SNOW

CORRECTION: TOUCH UP PAINT, CHECK OUT MACHINE FOR
RELEASE TO CUSTOMER, PERFORM PREDELIVERY,
DELIVERY, DECALS NOT INSTALLED DUE TO BAD WEATHER,
CUSTOMER AGREED TO INSTALLATION OF DECALS AT A
LATER DATE, RELEASED MACHINE TO CUSTOMER, MACHINE
TO GO IN TO OPERATION ON MONDAY MARCH 1ST

02 ORDER PARTS AS NEEDED

MISSING PARTS ON ASSEMBLY

03 ASSEMBLE DUMP BODY

ASSEMBLE BEDS

WELD MACHINE

04 ORDER FIRE EXTINGUISHER

0234352 03/01/10 10 01 TRAVEL TO/FROM MACHINE

02 DELIVER MACHINE

FORMAL DELIVERY

0234962 05/26/10 800 01 TRAVEL TO/FROM MACHINE

02 ???? AIR CONDITIONER

COMPLAINT: REPAIR A/C

CAUSE: FREON LEVEL TO LOW

COMPLICATION: EVAPORATOR WOULD FREEZE UP

CORRECTION: TRAVELED TO THE JOB, I CHECKED WITH
THE OPERATOR ABOUT THE COMPLAINT. HE SAID THAT
THIS WAS THE FIRST TIME USING THE A/C SINCE THE
MACHINE WAS PUT TO WORK AND THAT IT WOULD STOP
BLOWING COLD THEN AFTER SOME TIME IT WOULD BLOW
COLD AGAIN. CO WORKER TOLD HIM THAT THE LINES WERE
FROZE. I RAN THE MACHINE AND FOUND HIM TO BE
CORRECT. I RECOVERED THE FREON AND FOUND THAT IT
WAS LOW [5.45 LBS] I RECHARGED THE SYSTEM TO ITS
PRESCRIBED LEVEL IN SIS [6.6 LBS] RAN MACHINE AND
IT WOULD GET COLD BUT THE EVAPORATOR NEVER FROZE
UP AGAIN

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0235292 06/07/10 1113 01 TRAVEL TO/FROM MACHINE

TRAVEL

02 ???? CAB DOOR

REPAIR CAB DOOR LATCH

COMPLAINT: REPAIR DOOR

CAUSE: LATCH BOUND UP

COMPLICATION: OUTSIDE HANDLE COULD NOT BE USED TO

ACCESS THE CAB

CORRECTION: I TRAVELED TO THE JOB ROBERT DELIVERED

THE PARTS TO ME I REMOVED THE DOOR PANEL AND THE

WIRING FOR THE ELECTRIC WINDOW. I SAW THAT THE

LATCH WAS MOVING BUT NOT CORRECTLY. ONCE INSIDE I

REMOVED THE OLD LATCH ASSEMBLY AND INSTALLED THE

NEW ONE. I CHECKED OPERATION BEFORE INSTALLING THE

PANEL BACK INTO PLACE. AFTER SATISFIED THERE WAS

NOTHING ELSE WRONG I FINISHED PUTTING THE DOOR

BACK TOGETHER. TRAVELED BACK TO THE SHOP

03 ???? GREASE LINES

COMPLAINT: REPAIR GREASE LEVEL GAUGE ON PUMP.

CAUSE: GAUGE WAS ALL THE WAY DOWN.

COMPLICATION: CHECKED AND FOUND RETAINING RING

GONE FROM ROD AND PRESSURE FITTING WAS BAD.

CORRECTION: ORDERED NEW PARTS FOR REPAIR AND

INSTALLED.

0236586 06/21/10 2046 00 TRAVEL TO/FROM MACHINE

01 ???? AIR INDUCTION & EXH SYS

02 ???? ATTACHMENT

03 ???? BRAKING SYSTEM

04 ???? CAB

05 ???? ELECTRIC SYSTEM

COMPLAINT: LOW OIL ALARM KEEPS GOING OFF

CAUSE: BAD SWITCH

CORRECTION: CHECKED THE OPERATION OF THE LEVEL

SWITCH AND FOUND THE WIRING OK BUT THE SWITCH NOT

WORKING. REPLACED THE SWITCH AND THE UNIT

FUNCTIONS PROPERLY

06 ???? CLUTCH & TRANSMISSION

07 ???? STEERING CLUTCH

08 ???? IMPLEMENT CONTROLS

09 ???? ENGINE COOLING SYSTEM

10 ???? CYLINDER HEAD ASSEMBLY

11 ???? DRIVE LINE/DRIVE AXLE

12 ???? CONTROL CONSOLE

13 ???? ENGINE

14 ???? FINAL DRIVE

15 ???? FRAME

16 ???? FUEL SYSTEM

17 ???? AUTOMATIC GRADE CONTROL

18 ???? HEATER & AIR CONDITIONER

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19 ???? HYDRAULIC CYLINDERS
 20 ???? HYDRAULIC SYSTEM
 21 ???? GROUND ENGAGING TL (GET)
 22 ???? LIGHT(S)
 23 ???? SERVICE METER
 24 ???? SPECIAL PROTECTION DEVICE
 25 ???? STEERING SYSTEM
 26 ???? SUSPENSION
 27 ???? TRANSMISSION
 28 ???? DUMP BODY (BED)
 29 ???? TURBOCHARGER
 30 ???? UNDERCARRIAGE
 31 ???? WHEEL & TIRE

0236224 06/25/10 1758 00 TRAVEL TO/FROM MACHINE
 01 ???? AIR INDUCTION & EXH SYS
 02 ???? ATTACHMENT
 03 ???? BRAKING SYSTEM
 04 ???? CAB
 05 ???? ELECTRIC SYSTEM

COMPLAINT: GAUGES READING INCORRECTLY
 CORRECTION: OPERATOR STATED THAT THE GAUGES AND
 VIMS PANEL WERE READING INCORRECTLY. WHEN I
 ARRIVED THE MACHINE HAD BEEN TURNED OFF. I
 INSTRUCTED THE OPERATOR TO START MACHINE AND RAISE
 THE BED SO I COULD CABLE IT IN A SECURE POSITION.
 AT THIS TIME HE SAID THAT THE MACHINE WAS
 RESPONDING NORMALLY. I CONNECTED E/T AND IT DID
 NOT HAVE ANY ACTIVE CODES. I CHECKED THE
 HARNESSES TO THE VIMS AND IT THEY WERE SECURE.
 COULD NOT RECREATE THE MACHINES MALFUNCTION. I
 LOADED THE CODES TO MY COMPUTER AND CLEARED THE
 CODES OFF THE MACHINE. PRINTED THE CODES OUT WHEN
 I ARRIVED AT THE SHOP. TOLD THE OPERATOR THAT IF
 IT HAPPENED AGAIN, NOT TO SHUT THE MACHINE DOWN
 AND GET CONTACT ME. THE MACHINE DID NOT THE
 REMAINDER OF THE SHIFT(NIGHT).

COMPLAINT: CODES
 CORRECTION: MACHINE WAS STILL CODING UP 12V POWER
 SUPPLY AND VIMS COULD NOT READ THE GAUGES. PULLED
 THE GAUGE CLUSTER OUT OF THE DASH AND CHECKED THE
 WIRING AGAIN. ALL SECURE. CHECKED THE HARNESS
 CONNECTIONS ON THE SIDE OF THE CAB. -ALL GOOD.
 PULLED THE PANEL OFF OF THE BACK OF THE CAB AND
 CHECKED THE HARNESS CONNECTIONS TO THE MAIN VIMS
 MOD. THEY WERE LOOSELY CONNECTED AND I SECURED
 THEM. AT THIS TIME THE CODES CLEARED. RE
 ASSEMBLE MACHINE- LEFT E/T CONNECTED. HAD THE
 OPERATOR DRIVE THE MACHINE AS IF HE WERE HAULING A

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LOAD AND THE MACHINE DID NOT INDICATE ANY ERROR CODES. RETURNED MACHINE TO THE CUSTOMER. AT THE END OF THE SHIFT THE OPERATOR INFORMED ME THAT THE MACHINE DID NOT MALFUNCTION THE REMAINDER OF THE SHIFT.

- 06 ???? CLUTCH & TRANSMISSION
- 07 ???? STEERING CLUTCH
- 08 ???? IMPLEMENT CONTROLS
- 09 ???? ENGINE COOLING SYSTEM
- 10 ???? CYLINDER HEAD ASSEMBLY
- 11 ???? DRIVE LINE/DRIVE AXLE
- 12 ???? CONTROL CONSOLE
- 13 ???? ENGINE
- 14 ???? FINAL DRIVE
- 15 ???? FRAME
- 16 ???? FUEL SYSTEM
- 17 ???? AUTOMATIC GRADE CONTROL
- 18 ???? HEATER & AIR CONDITIONER
- 19 ???? HYDRAULIC CYLINDERS
- 20 ???? HYDRAULIC SYSTEM
- 21 ???? GROUND ENGAGING TL (GET)
- 22 ???? LIGHT(S)
- 23 ???? SERVICE METER
- 24 ???? SPECIAL PROTECTION DEVICE
- 25 ???? STEERING SYSTEM
- 26 ???? SUSPENSION
- 27 ???? TRANSMISSION
- 28 ???? DUMP BODY (BED)
- 29 ???? TURBOCHARGER
- 30 ???? UNDERCARRIAGE
- 31 ???? WHEEL & TIRE

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|---------|----------|------|---------------------------------|--|
| 0236948 | 07/12/10 | 2376 | 00 TRAVEL TO/FROM MACHINE | |
| | | | 01 ???? AIR INDUCTION & EXH SYS | |
| | | | 02 ???? ATTACHMENT | |
| | | | 03 ???? BRAKING SYSTEM | |
| | | | 04 ???? CAB | |
| | | | 05 ???? ELECTRIC SYSTEM | |
| | | | 06 ???? CLUTCH & TRANSMISSION | |
| | | | 07 ???? STEERING CLUTCH | |
| | | | 08 ???? IMPLEMENT CONTROLS | |
| | | | 09 ???? ENGINE COOLING SYSTEM | |
| | | | 10 ???? CYLINDER HEAD ASSEMBLY | |
| | | | 11 ???? DRIVE LINE/DRIVE AXLE | |
| | | | 12 ???? CONTROL CONSOLE | |
| | | | 13 ???? ENGINE | |
| | | | 14 ???? FINAL DRIVE | |
| | | | 15 ???? FRAME | |
| | | | 16 ???? FUEL SYSTEM | |
| | | | 17 ???? AUTOMATIC GRADE CONTROL | |

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18 ???? HEATER & AIR CONDITIONER

BUD BANE - 6/26

COMPLAINT: REPAIR AIR CONDITIONER.

CAUSE: SYSTEM WAS NOT COOLING.

COMPLICATION: CHECKED AND FOUND CAB FILTERS WERE

STOPPED UP AND NO AIR FLOW WAS COMING THROUGH IT.

CORRECTION: REPLACED BOTH INSIDE AND OUT SIDE

FILTERS.

19 ???? HYDRAULIC CYLINDERS

20 ???? HYDRAULIC SYSTEM

21 ???? GROUND ENGAGING TL (GET)

22 ???? LIGHT(S)

23 ???? SERVICE METER

24 ???? SPECIAL PROTECTION DEVICE

25 ???? STEERING SYSTEM

26 ???? SUSPENSION

27 ???? TRANSMISSION

28 ???? DUMP BODY (BED)

29 ???? TURBOCHARGER

30 ???? UNDERCARRIAGE

31 ???? WHEEL & TIRE

0237596	07/15/10	2592	01 TRAVEL TO/FROM MACHINE	
			02 REMOVE & INSTALL LOW LIQ LVL SWITCH/SENSOR	
			BUD BANE 7/9/10	

COMPLAINT: LOW ENGINE OIL LEVEL LIGHT COMING

ILLUMINATING-TRIGGERING ENGINE SHUT OFF.

CAUSE: FAULTY ENGINE OIL LEVEL SWITCH.

COMPLICATION: TESTED AND FOUND ENGINE OIL LEVEL

SWITCH WAS OPEN CIRCUIT.

CORRECTION: REPLACED ENGINE OIL LEVEL SWITCH AND

CHECKED FOR LIGHT TO ILLUMINATE, NEVER RE

ILLUMINATED. TESTED MACHINE, OPERATED PROPERLY,

AND RETURNED TO CUSTOMER.

0235865	07/16/10	1711	01 TRAVEL TO/FROM MACHINE	
			02 ???? LIGHT(S)	
			COMPLAINT: REPAIR LIGHTS.	
			CAUSE: LENS CAME OUT OF FOG LAMP SWITCH.	
			COMPLICATION: LENS CAME OUT OF FOG LAMP SWITCH AND	
			WAS BLINDING OPERATOR AT NIGHT.	
			CORRECTION: REMOVED AND REPLACED SWITCH.	
			03 ???? ELECTRIC SYSTEM	
			COMPLAINT: VIMS RECORDING MID 49 CID 262 FMI 04	
			CORRECTION: I CHECKED THE 5 VOLT SUPPLY ON THE	

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Customer 037239A MECHEL BLUESTONE, INC.

Model 789C

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ENGINE ECM AND ALL THE ANALOG SENSORS. I CHECKED THE CONNECTIONS AND CHECKED THEM FOR 5 VOLTS. ALL WERE GOOD. I TALKED TO KEN VAN DYKE AND HE SAID THAT THE VIMS ECM HAD A 5 VOLT SUPPLY, BUT WASN'T USED. I CHECKED THE VIMS ECM AT PIN 63 FOR VOLTAGE AND HAD 5.8 VOLTS. I ALSO CHECKED TO SEE IF IT WAS GROUNDED. IT WASN'T. KEN THEN SAID THAT WE COULD FLASH THE VIMS ECM WITH THE FLASH FILE IT HAD. I MADE SURE I HAD THE FILE AND THEN FLASHED IT WITH 3322169 FLASH FILE. I RAN THE TRUCK AND CONNECTED ET TO IT AND EVERYTHING LOOKED GOOD.

0236462	07/16/10	1190	01 TRAVEL TO/FROM MACHINE 02 TROUBLESHOOT VIMS COMPLAINT: GAUGES SOMETIMES OPERATE ERRATIC. CAUSE: WIRING CORRECTION: OPERATOR SAID GAUGES SOMETIMES WENT HAY WIRE, HOOKED ET TO MACHINE AND THERE WERE NO ACTIVE CODES AT THE TIME. CHECKED LOGGED CODES AND THE CODES WERE 145-4 12 VOLT SUPPLY BELOW NORMAL, 809-12 SPEEDOMETER AND TACHOMETER NO RESPONSE, 811-12 GAUGE CLUSTER NO RESPONSE, 815-12 MESSAGE CENTER NO RESPONSE, 820-12 KEY PAD NO DATA LINK, AND 41-4 8 VOLT SUPPLY BELOW NORMAL. CHECK FOR LOOSE CONNECTORS ON ECM AND WIRING HARNESS EVERYTHING WAS TIGHT. RODE WITH OPERATOR FOR A FEW LOADS AND PROBLEM NEVER CAME BACK WITH ME IN MACHINE. TOLD CUSTOMER ON WEEK END WHEN TRUCK IS NOT WORKING WIRING HARNESSES NEED TO CHECKED OUT REAL GOOD.	
			03 ORDER PARTS AS NEEDED ORDER HOOD PARTS NOT INSTALLED FROM FACTORY COMPLAINT: MISSING PARTS FROM HOOD ASSEMBLY CORRECTION: LOOKED UP AND ORDERED MISSING PARTS THAT WERE MISSING FROM WHEN IT WAS INSTALLED AT THE FACTORY.	

0236696	07/16/10	2039	01 TRAVEL TO/FROM MACHINE 02 ???? ENGINE OIL PAN SWITCH GIVING FALSE READING COMPLAINT: INTERMITTENT LOW OIL LEVEL WARNING CAUSE: CHECKED WIRING AND SWITCH AND WIRING CHECKED GOOD BUT LEVEL SWITCH HAD A HIGH RESISTANCE OF 42 OHMS. IT SHOULD SHOW 0.00 OHMS. CORRECTION: ORDERED NEW SWITCH COMPLAINT: INTERMITTENT LOW OIL LEVEL WARNING CORRECTION: NEW SWITCH WAS ORDERED. 2ND SHIFT	
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				BROUGHT SWITCH TO THE JOB. REMOVED OLD SWITCH AND INSTALLED THE NEW ONE.	
0237142	07/16/10	2504	00	TRAVEL TO/FROM MACHINE	
			01	???? AIR INDUCTION & EXH SYS	
			02	???? ATTACHMENT	
			03	???? BRAKING SYSTEM	
			04	???? CAB	
			05	???? ELECTRIC SYSTEM	
				BOB BRENCHE - 7/2	
				COMPLAINT: ENGINE SHUT DOWN	
				CORRECTION: CHECKED THE MACHINE AND THE VIMS READ OUT CODED THAT THE ENGINE SHUT DOWN DUE TO LOW ENGINE OIL. CHECKED THE WIRING TO THE SWITCH AND IT WAS OK. THE SWITCH WAS GETTING POWER. CHECKED THE OIL LEVEL AND IT WAS IN THE OPERATING RANGE. BYPASSED THE SWITCH AND HAD THE OPERATOR RUN THE MACHINE FOR A FEW HOURS AND THE MACHINE DID NOT SHUT DOWN AGAIN. LOOKED UP A NEW SWITCH. REMOVED THE BYPASS WIRE AND PLUGGED THE HARNESS UP TO THE OLD SWITCH. LEFT THE PART NUMBER ON THE CUSTOMERS DESK.	
			06	???? CLUTCH & TRANSMISSION	
			07	???? STEERING CLUTCH	
			08	???? IMPLEMENT CONTROLS	
			09	???? ENGINE COOLING SYSTEM	
			10	???? CYLINDER HEAD ASSEMBLY	
			11	???? DRIVE LINE/DRIVE AXLE	
			12	???? CONTROL CONSOLE	
			13	???? ENGINE	
			14	???? FINAL DRIVE	
			15	???? FRAME	
			16	???? FUEL SYSTEM	
			17	???? AUTOMATIC GRADE CONTROL	
			18	???? HEATER & AIR CONDITIONER	
			19	???? HYDRAULIC CYLINDERS	
			20	???? HYDRAULIC SYSTEM	
			21	???? GROUND ENGAGING TL (GET)	
			22	???? LIGHT(S)	
			23	???? SERVICE METER	
			24	???? SPECIAL PROTECTION DEVICE	
			25	???? STEERING SYSTEM	
			26	???? SUSPENSION	
			27	???? TRANSMISSION	
			28	???? DUMP BODY (BED)	
			29	???? TURBOCHARGER	
			30	???? UNDERCARRIAGE	
			31	???? WHEEL & TIRE	

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0237854	08/11/10	2930	00 TRAVEL TO/FROM MACHINE 01 ???? AIR INDUCTION & EXH SYS 02 ???? ATTACHMENT 03 ???? BRAKING SYSTEM 04 ???? CAB C NOWLIN 7/26 COMPLAINT: LEFT CAB DOOR DIFFICULT TO OPEN CAUSE: PROBLEM IN DOOR LATCH CORRECTION: ATTEMPT TO ADJUST DOOR AND LATCH, UNABLE TO DO SO. ORDER NEW LATCH FOR LEFT DOOR 05 ???? ELECTRIC SYSTEM 06 ???? CLUTCH & TRANSMISSION 07 ???? STEERING CLUTCH 08 ???? IMPLEMENT CONTROLS 09 ???? ENGINE COOLING SYSTEM 10 ???? CYLINDER HEAD ASSEMBLY 11 ???? DRIVE LINE/DRIVE AXLE 12 ???? CONTROL CONSOLE 13 ???? ENGINE 14 ???? FINAL DRIVE 15 ???? FRAME 16 ???? FUEL SYSTEM 17 ???? AUTOMATIC GRADE CONTROL 18 ???? HEATER & AIR CONDITIONER 19 ???? HYDRAULIC CYLINDERS 20 ???? HYDRAULIC SYSTEM 21 ???? GROUND ENGAGING TL (GET) 22 ???? LIGHT(S) 23 ???? SERVICE METER 24 ???? SPECIAL PROTECTION DEVICE 25 ???? STEERING SYSTEM 26 ???? SUSPENSION 27 ???? TRANSMISSION 28 ???? DUMP BODY (BED) 29 ???? TURBOCHARGER 30 ???? UNDERCARRIAGE 31 ???? WHEEL & TIRE	
0238019	08/16/10	3169	00 TRAVEL TO/FROM MACHINE 01 ???? AIR INDUCTION & EXH SYS 02 ???? ATTACHMENT 03 ???? BRAKING SYSTEM 04 ???? CAB 05 ???? ELECTRIC SYSTEM B BANE 8/6 COMPLAINT: REPAIR ELECTRICAL SYSTEM. CAUSE: LIGHTS IN DASH WERE BLINKING AND SPEED AND TACHOMETER WERE NOT READING. ALSO QUAD GAUGE WAS JUMPING AROUND FOR ABOUT FIVE MINUTE AND THEN QUIT.	

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COMPLICATION: TESTED AND CHECKED CODES AND FOUND CODE 809-12 WAS LOGGED BUT NOT ACTIVE FOR SPEED AND TACHOMETER. ALSO CODE 811-12 WAS LOGGED BUT NOT ACTIVE FOR QUAD GAUGE MODULE. THERE WERE TWO OTHER CODES LOGGED BUT NOT ACTIVE. 94-04 FUEL LEVEL SENSOR AND 262-04 AND THIS ONE I COULD NOT FIND IN SIS.

CORRECTION: I DIDN'T GET TO TEST SYSTEM BECAUSE ANOTHER MACHINE WENT DOWN.

06 ???? CLUTCH & TRANSMISSION

07 ???? STEERING CLUTCH

08 ???? IMPLEMENT CONTROLS

09 ???? ENGINE COOLING SYSTEM

10 ???? CYLINDER HEAD ASSEMBLY

11 ???? DRIVE LINE/DRIVE AXLE

12 ???? CONTROL CONSOLE

13 ???? ENGINE

14 ???? FINAL DRIVE

15 ???? FRAME

16 ???? FUEL SYSTEM

17 ???? AUTOMATIC GRADE CONTROL

18 ???? HEATER & AIR CONDITIONER

19 ???? HYDRAULIC CYLINDERS

20 ???? HYDRAULIC SYSTEM

21 ???? GROUND ENGAGING TL (GET)

22 ???? LIGHT(S)

23 ???? SERVICE METER

24 ???? SPECIAL PROTECTION DEVICE

25 ???? STEERING SYSTEM

26 ???? SUSPENSION

27 ???? TRANSMISSION

28 ???? DUMP BODY (BED)

29 ???? TURBOCHARGER

30 ???? UNDERCARRIAGE

31 ???? WHEEL & TIRE

0238342 08/18/10 3335 01 TRAVEL TO/FROM MACHINE

02 ADJUST INLET/EXHAUST VALVE

COMPLAINT: VALVE LASH CHECK

CORRECTION: SET THE ENGINE TO TOP DEAD CENTER AND PINED THE FLY WHEEL. I REMOVED ALL VALVE COVERS AND CHECKED ALL VALVES. I ONLY FOUND 2 THAT NEEDED ANY ADJUSTMENT. I ROTATED THE ENGINE AND PINED THE FLY WHEEL AND CHECKED THE REST OF THE VALVES. I ONLY FOUND 2 THAT NEEDED ANY ADJUSTMENT. THEY WERE IN VERY GOOD CONDITION. ALL VERY CLOSE TO SPEC. I INSTALLED ALL THE VALVE COVERS AND BREATHERS. I RAN THE ENGINE AND CHECKED FOR ANY PROBLEMS.

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0238215	08/24/10	3206	00 TRAVEL TO/FROM MACHINE	
			01 ???? AIR INDUCTION & EXH SYS	
			02 ???? ATTACHMENT	
			03 ???? BRAKING SYSTEM	
			04 ???? CAB	
			05 ???? ELECTRIC SYSTEM	
			06 ???? CLUTCH & TRANSMISSION	
			07 ???? STEERING CLUTCH	
			08 ???? IMPLEMENT CONTROLS	
			09 ???? ENGINE COOLING SYSTEM	
			10 ???? CYLINDER HEAD ASSEMBLY	
			11 ???? DRIVE LINE/DRIVE AXLE	
			12 ???? CONTROL CONSOLE	
			13 ???? ENGINE	
			14 ???? FINAL DRIVE	
			15 ???? FRAME	
			16 ???? FUEL SYSTEM	
			17 ???? AUTOMATIC GRADE CONTROL	
			18 ???? HEATER & AIR CONDITIONER	
			19 ???? HYDRAULIC CYLINDERS	
			20 ???? HYDRAULIC SYSTEM	
			21 ???? GROUND ENGAGING TL (GET)	
			22 ???? LIGHT(S)	
			23 ???? SERVICE METER	
			24 ???? SPECIAL PROTECTION DEVICE	
			25 ???? STEERING SYSTEM	
			26 ???? SUSPENSION	
			27 ???? TRANSMISSION	
			28 ???? DUMP BODY (BED)	
			29 ???? TURBOCHARGER	
			30 ???? UNDERCARRIAGE	
			B BRENC 8/8	
			COMPLAINT: LEFT SIDE STEP MOUNTS BENT	
			CORRECTION: REMOVED THE LEFT SIDE STEP AND	
			STRAIGHTENED THE MOUNTS THAT ARE WELDED TO THE	
			MACHINE. STRAIGHTENED THE 2 BRACKETS THAT BOLT	
			THE STEPS TO THE MACHINE. RE MOUNTED THE STEP.	
			31 ???? WHEEL & TIRE	
0237909	09/27/10	3100	01 TRAVEL TO/FROM MACHINE	
			02 ???? CAB DOOR	
			03 ???? LOW LIQ LVL SWITCH/SENSOR	
			COMPLAINT: LOW ENGINE OIL LEVEL WARNING	
			CAUSE: RESISTANCE IN SWITCH HIGH 6 OHMS WHEN	
			CLOSED	
			COMPLICATION: THIS A REPEAT PROBLEM AS WE HAVE	
			FAILED SEVERAL SWITCHES	
			CORRECTION: NEW SWITCH SHOWS .03 OHMS WHEN CLOSED.	
			ORDERED NEW SWITCH AND NIGHT SHIFT INSTALLED.	

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COMPLAINT: ENGINE SHUTS DOWN DUE TO THE SWITCH
HAVING A FALSE READING
CAUSE: SWITCH HAS TOO HIGH OF AN OHM READING
COMPLICATION: NONE
CORRECTION: REMOVED OIL LEVEL SWITCH AND INSTALLED
A NEW ONE.

0238465	10/04/10	3382	01	TRAVEL TO/FROM MACHINE	
			02	???? DASH COMPLAINT: REPLACE DASH CAUSE: DASH BROKE AND CRACKED CORRECTION: REPLACED DASH BOARD WITH NEW ONE. HOOKED UP ALL GAUGES AND LIGHTS PUT WARRANTY PARTS ON TABLE	
			03	???? MUD FLAP COMPLAINT: INSTALL MISSING MUD FLAP CORRECTION: INSTALLED MUD FLAP BEHIND FUEL TANK PUT LOCK TIGHT ON BOLTS	

0239420	10/28/10	4181	00	TRAVEL TO/FROM MACHINE	
			01	???? AIR INDUCTION & EXH SYS	
			02	???? ATTACHMENT	
			03	???? BRAKING SYSTEM MCALLISTER 9/30 COMPLAINT: VIMS WARNING LIGHTS ON FOR BRAKE TEMPERATURE. SENSOR ERROR. CAUSE: ELECTRICAL PROBLEM. SUGGEST HARNESS PROBLEMS ON RIGHT SIDE OF MACHINE. CORRECTION: CONNECTED TO MACHINE. BUT WAS NOT ABLE TO CONNECT ET. USED VIMS TO ACCESS THE TEMPERATURE SENSORS. USED TEMPERATURE GUN TO CHECK THE WHEEL TEMP. FRONT WAS 152 ON BOTH SIDE AND REAR 125 ON BOTH SIDES. VIMS SHOWING SENSOR ERROR ON RIGHT FRONT AND REAR AND LEFT REAR, ALL SENSORS READ ERROR UNTIL TEMPERATURE ROSE ABOVE 167 DEGREES. WHEN THE TEMPERATURE DROPPED BELOW 167 DEGREES THE SENSORS QUIT WORKING (SUCH AS LONG IDLE TIMES) AND WOULD START TO WORK AGAIN WHEN IT ROSE AGAIN. LOOKED UP SENSOR PART NUMBER, BUT NEED TO CHECK ROUTE OF HARNESS AS THE LEFT FRONT APPEARS TO READ MOST ALL OF THE TIME.	
			04	???? CAB	
			05	???? ELECTRIC SYSTEM	
			06	???? CLUTCH & TRANSMISSION	
			07	???? STEERING CLUTCH	
			08	???? IMPLEMENT CONTROLS	
			09	???? ENGINE COOLING SYSTEM	
			10	???? CYLINDER HEAD ASSEMBLY	

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11	????	DRIVE LINE/DRIVE AXLE
12	????	CONTROL CONSOLE
13	????	ENGINE
14	????	FINAL DRIVE
15	????	FRAME
16	????	FUEL SYSTEM
17	????	AUTOMATIC GRADE CONTROL
18	????	HEATER & AIR CONDITIONER
19	????	HYDRAULIC CYLINDERS
20	????	HYDRAULIC SYSTEM
21	????	GROUND ENGAGING TL (GET)
22	????	LIGHT(S)
23	????	SERVICE METER
24	????	SPECIAL PROTECTION DEVICE
25	????	STEERING SYSTEM
26	????	SUSPENSION
27	????	TRANSMISSION
28	????	DUMP BODY (BED)
29	????	TURBOCHARGER
30	????	UNDERCARRIAGE
31	????	WHEEL & TIRE

0239469	10/28/10	3632	01	TRAVEL TO/FROM MACHINE PER TOM SELVEY	
			02	INSTALL VIMS COMPLAINT: INSTALL CELLULAR DEVICE CAUSE: VIMS GIVING STRANGE CODES COMPLICATION: HAD TO MAKE BRACKETS TO MOUNT EVERYTHING CORRECTION: INSTALLED VIMS CONTROLLER BOOSTER MODERN RAN WIRING HARNESS USED CONVERTER THAT WAS ALREADY ON MACHINE TO GET ALL MY 12 VOLT POWER	

0239606	10/28/10	4277	00	TRAVEL TO/FROM MACHINE	
			01	???? AIR INDUCTION & EXH SYS	
			02	???? ATTACHMENT	
			03	???? BRAKING SYSTEM	
			04	???? CAB	
			05	???? ELECTRIC SYSTEM COMPLAINT: BLOCK TIME REPAIR, MACHINE WILL NOT START. CAUSE: ENGINE OIL LEVEL SENSOR DEFECTIVE. COMPLICATION: MACHINE UNDER WARRANTY. CORRECTION: CHECKED THE ENGINE OIL LEVEL, IT WAS FULL. CONNECTED THE WIRE TO THE OIL LEVEL SENSOR AND CHECKED, LIGHT IS STILL ON. REMOVED THE WIRE AND INSTALLED JUMPER WIRE, LIGHT WENT OUT AND THE MACHINE STARTED. MACHINE HAS A LOW AIR PRESSURE	

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				WARNING AND BRAKE TEMPERATURE WARNINGS. THE MACHINE IS LIKELY TO HAVE A WIRING PROBLEM. ORDERED PARTS FROM THE BLUEFIELD SHOP. MIKE MCALLISTER.	
			06	???? CLUTCH & TRANSMISSION	
			07	???? STEERING CLUTCH	
			08	???? IMPLEMENT CONTROLS	
			09	???? ENGINE COOLING SYSTEM	
			10	???? CYLINDER HEAD ASSEMBLY	
			11	???? DRIVE LINE/DRIVE AXLE	
			12	???? CONTROL CONSOLE	
			13	???? ENGINE	
			14	???? FINAL DRIVE	
			15	???? FRAME	
			16	???? FUEL SYSTEM	
			17	???? AUTOMATIC GRADE CONTROL	
			18	???? HEATER & AIR CONDITIONER	
			19	???? HYDRAULIC CYLINDERS	
			20	???? HYDRAULIC SYSTEM	
			21	???? GROUND ENGAGING TL (GET)	
			22	???? LIGHT(S)	
			23	???? SERVICE METER	
			24	???? SPECIAL PROTECTION DEVICE	
			25	???? STEERING SYSTEM	
			26	???? SUSPENSION	
			27	???? TRANSMISSION	
			28	???? DUMP BODY (BED)	
			29	???? TURBOCHARGER	
			30	???? UNDERCARRIAGE	
			31	???? WHEEL & TIRE	
0239801	10/28/10	4482	00	TRAVEL TO/FROM MACHINE	
			01	???? AIR INDUCTION & EXH SYS	
			02	???? ATTACHMENT	
			03	???? BRAKING SYSTEM	
			04	???? CAB	
				MCALLISTER 10/13	
				COMPLAINT: DOOR SEAL FOR WINDOW IS LEAKING AIR.	
				CORRECTION: REMOVED PAPER FROM WINDOW AND INSTALLED RUBBER SEAL.	
			05	???? ELECTRIC SYSTEM	
			06	???? CLUTCH & TRANSMISSION	
			07	???? STEERING CLUTCH	
			08	???? IMPLEMENT CONTROLS	
			09	???? ENGINE COOLING SYSTEM	
			10	???? CYLINDER HEAD ASSEMBLY	
			11	???? DRIVE LINE/DRIVE AXLE	
			12	???? CONTROL CONSOLE	
			13	???? ENGINE	
			14	???? FINAL DRIVE	

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15	????	FRAME
16	????	FUEL SYSTEM
17	????	AUTOMATIC GRADE CONTROL
18	????	HEATER & AIR CONDITIONER
19	????	HYDRAULIC CYLINDERS
20	????	HYDRAULIC SYSTEM
21	????	GROUND ENGAGING TL (GET)
22	????	LIGHT(S)
23	????	SERVICE METER
24	????	SPECIAL PROTECTION DEVICE
25	????	STEERING SYSTEM
26	????	SUSPENSION
27	????	TRANSMISSION
28	????	DUMP BODY (BED)
29	????	TURBOCHARGER
30	????	UNDERCARRIAGE
31	????	WHEEL & TIRE

0240187	11/04/10	4725	00 TRAVEL TO/FROM MACHINE
			01 ???? AIR INDUCTION & EXH SYS
			02 ???? ATTACHMENT
			03 ???? BRAKING SYSTEM
			04 ???? CAB
			05 ???? ELECTRIC SYSTEM
			06 ???? CLUTCH & TRANSMISSION
			07 ???? STEERING CLUTCH
			08 ???? IMPLEMENT CONTROLS
			09 ???? ENGINE COOLING SYSTEM
			10 ???? CYLINDER HEAD ASSEMBLY
			11 ???? DRIVE LINE/DRIVE AXLE
			12 ???? CONTROL CONSOLE
			13 ???? ENGINE
			14 ???? FINAL DRIVE
			15 ???? FRAME
			16 ???? FUEL SYSTEM
			17 ???? AUTOMATIC GRADE CONTROL
			18 ???? HEATER & AIR CONDITIONER
			D WEIKLE 10/26
			COMPLAINT: BLOCK
			CAUSE: BLOCK
			CORRECTION: A/C WOULD NOT OPERATE. FOUND WIRE
			BROKEN ON HARNESS FROM LOW PRESSURE SWITCH. HAD
			ANOTHER HARNESS FOR THIS ON MY TRUCK AND INSTALLED
			AND THIS FIXED PROBLEM.
			BRENCE 10/26
			COMPLAINT: BLOCK
			CORRECTION: OPERATOR SAID THAT THE A/C QUIT
			WORKING. CHECKED THE WIRING AND FOUND THE HARNESS
			CONNECTION AT THE COMPRESSOR HAD CAME UNPLUGGED.
			RECONNECTED THE WIRING AND THE SYSTEM WORKED FINE.

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RETURNED THE MACHINE BACK TO THE CUSTOMER.

19 ???? HYDRAULIC CYLINDERS

20 ???? HYDRAULIC SYSTEM

21 ???? GROUND ENGAGING TL (GET)

22 ???? LIGHT(S)

23 ???? SERVICE METER

24 ???? SPECIAL PROTECTION DEVICE

25 ???? STEERING SYSTEM

26 ???? SUSPENSION

27 ???? TRANSMISSION

28 ???? DUMP BODY (BED)

29 ???? TURBOCHARGER

30 ???? UNDERCARRIAGE

31 ???? WHEEL & TIRE

0238422 11/09/10 12700

01 TRAVEL TO/FROM MACHINE

02 ???? ENG ELECTRONIC CONT SYS

COMPLAINT: THE VIMS ECM WAS RECORDING FAULTS THAT WERE NOT THERE.

CORRECTION: I USED TIBU4903 TO WASH THE VIMS FLASH FILE OUT USING 2048968 WASH FILE. I THEN RE-FLASHED THE VIMS ECM WITH 3322169-00 FLASH FILE. I THEN HAD TO RECALIBRATE THE PAYLOAD SYSTEM AND RESET THE HOURS ON THE VIMS MONITOR. I TALKED TO LARRY MITCHELL ABOUT THE PROBLEM, AND THIS IS WHAT HE THOUGHT SHOULD BE DONE.

COMPLAINT: VIM'S ECM ERR 049-041-04 AND THE GAUGES ARE ERRATIC

CAUSE: 8V SUPPLY VOLTAGE LOW, ONLY HAD 6.7VDC WHEN CODE ACTIVE

CORRECTION: REPLACED 32703520 CONTROL, RE-FLASHED AND CALIBRATED PAYLOAD.

REPAIRED A LOOSE WIRE FOR DIGITAL RETURN TO REPAIR ERRATIC GAUGES AND SPEEDOMETER

COMPLAINT: NIGHT SHIFT REPORTED ECM ERR.

CAUSE: CHECKED AND FOUND NO LOGGED CODES

CORRECTION: CHECKED FOR LOGGED CODES AND FOUND NONE. RODE WITH OPERATOR AND ONLY THING THAT CAME

UP WAS THE AIR FILTER RESTRICTION AND AFTER 3

TRIPS WE HAD A 1% ENGINE DERATE. CHANGED FILTERS

AND RAN SEVERAL TRIPS WITH NO PROBLEM. MACHINE RAN

REST OF SHIFT WITH NO CODES.

03 ???? STEERING COLUMN

COMPLAINT: THE BUTTON ON THE END OF THE HANDLE CAME OUT.

CORRECTION: I REMOVED THE MULTI FUNCTION SWITCH AND INSTALLED THE NEW SWITCH. THE BUTTON ON THE END HAD FALLEN OUT.

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0241482 12/28/10 1 13 ???? ENGINE

NOWIN 12/23

COMPLAINT: BLOCK REPAIRS

CAUSE: BLOCK REPAIRS

CORRECTION: START MACHINE, CHECK FOR BRAKES NOT

RELEASING, WHEN MACHINE WARMED UP THE BRAKES

RELEASED AND WORKED CORRECTLY

0241897 01/21/11 6264 03 ???? BRAKING SYSTEM

BANE 1/14

COMPLAINT: REPAIR BRAKING SYSTEM.

CAUSE: AUTOMATIC RETARDER WAS NOT WORKING.

COMPLICATION: CHECKED SYSTEM FOR SERVICE CODES AND

THERE WERE NONE ACTIVE OR LOGGED. PROBLEM IS IN

AUTOMATIC RETARDER CONTROL VALVE.

CORRECTION: CUSTOMER WILL RUN MACHINE WITH MANUAL

RETARDER UNTIL REPAIRS ARE MADE ON AUTOMATIC

RETARDER.

1/15

COMPLAINT: REPAIR BRAKING SYSTEM.

CAUSE: AUTOMATIC RETARDER IS NOT WORKING.

COMPLICATION: TESTED ELECTRICAL SYSTEM AND DIDN'T

FIND ANY CODES.

CORRECTION: HAD TO LOOK UP SPECIAL INSTRUCTIONS

FOR TESTING HYDRAULICS OF SYSTEM.

1/16

COMPLAINT: REPAIR BRAKING SYSTEM.

CAUSE: OPERATOR SAID WHEN USING AUTOMATIC RETARDER

THAT LIGHT WOULD COME ON BUT MACHINE WOULD NOT

SLOW DOWN.

COMPLICATION: TESTED SYSTEM OPERATION. AUTOMATIC

RETARDER IS SET TO COME ON AT 1945 RPM. I

CALIBRATED ARC AND THEN DONE TEST. WHEN IN FIRST

THROUGH THIRD GEAR WITH AUTOMATIC RETARDER ON

ENGINE RPM WOULD COME UP TO 1945 TO 1950 RPM AND

AUTOMATIC RETARDER WOULD COME ON AND APPLY BRAKES

TO KEEP ENGINE RPM AT OR BELOW 1950 RPM. TEST WAS

DONE WITH A EMPTY TRUCK.

CORRECTION: NONE SYSTEM WAS OPERATING TO SPEC. PRE

INSTRUCTIONS ON SIS.

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Model 789C

Serial Number 02BW01622

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Equip# 599

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0241231	02/07/11	5509	01	TRAVEL TO/FROM MACHINE TECHNICIAN ALREADY ON JOB	
			02	INSPECT & MAINTAIN INLET/EXHAUST VALVE COMPLAINT: VALVE LASH CHECK. THE CUSTOMER WANTED NEW ETHER CANISTERS INSTALLED. CORRECTION: PIN TIMED THE ENGINE AND REMOVED THE VALVE COVERS. WE RAN A VALVE LASH CHECK ON ALL CYLINDERS, TURNED THE ENGINE 360 DEGREE AND CHECKED THE REST. MADE MINOR ADJUSTMENTS TO A FEW VALVES.	
0242784	03/14/11	7005	00	TROUBLESHOOT ELECTRIC SYSTEM	
			01	INSTALL OIL PRESSURE SWITCH COMPLAINT: OIL LEVEL LOW WARNING CAME ON CAUSE: LEVEL SWITCH WENT BAD. CORRECTION: ARRIVED AT THE MACHINE AND FOUND THAT THE WIRING ON THE SWITCH HAD BEEN CUT BACK AND WIRING TOGETHER TO TURN THE WARNING OUT. REMOVED THE OIL LEVEL SWITCH AND INSTALLED A NEW SWITCH WITH A NEW SEAL. THIS TURNED THE WARNING OUT. BROUGHT THE OLD SWITCH TO THE SHOP.	
0245030	06/17/11	9157	05	???? ELECTRIC SYSTEM BUD BANE 6/4	
				COMPLAINT: REPAIR ELECTRICAL SYSTEM. CAUSE: SERVICE CODE FOR REAR AFTER COOLER SENSOR WAS BEING LOGGED. COMPLICATION: TESTED WIRING AND SENSOR AND FOUND WIRING IN HARNESS WAS GOOD. SENSOR HAS FAILED. CORRECTION: ORDERED NEW SENSOR.	
0245539	06/30/11	9520	19	???? HYDRAULIC CYLINDERS BOB BRENCHE- 06/21 COMPLAINT: BLOCK OIL LEAK ON LEFT BED CYLINDER. CORRECTION: CUSTOMER HAD 2 PLUGS AND TOLD ME TO PUT THEM IN, HE SAID THAT IT HAD BEEN LOOKED AT AND THE VALVE WAS LEAKING. WENT TO THE MACHINE AND CLEANED THE VALVE AREA AND FOUND THAT THE VALVE PART WAS NOT LEAKING IT WAS JUST LOOSE FROM THE CYLINDER. TIGHTENED THE VALVE UP AND HAD THE OPERATOR WORK THE BED. NO LEAKS. RETURNED THE MACHINE BACK TO THE CUSTOMER.	

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0245894	07/12/11	9808	02	<p>???? ATTACHMENT KENNETH BANE 07/09 COMPLAINT: REPAIR AUTO LUBE SYSTEM. CAUSE: OPERATOR SAID AUTO LUBE SYSTEM MY NOT BE OPERATING. COMPLICATION: TESTED SYSTEM AND FOUND AUTO LUBE SYSTEM WAS OPERATING. THE CYCLE TIME WAS SET AT 30 MIN. CORRECTION: SET AUTO LUBE CYCLE TIME DOWN TO 15 MIN. UNTIL SYSTEM HAS TIME TO OVER GREASE COMPONENTS.</p>	
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0246069	07/20/11	9870	20	<p>???? HYDRAULIC SYSTEM BOB BRENCCE 07/13 COMPLAINT: BLOCK OIL LEAK ON THE LEFT LIFT CYLINDER. CORRECTION: FOUND ONE OF THE BED DUMP FITTINGS LEAKING. REMOVED THE FITTING AND REPLACED THE SEALS. PUT THE FITTING BACK IN PLACE. STARTED THE MACHINE AND CHECKED FOR LEAKS. NONE FOUND. DOWN LOADED THE VIMS WHILE THERE. RETURNED THE MACHINE BACK TO THE CUSTOMER.</p>	
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0246912	08/23/11	1	00	TRAVEL TO/FROM MACHINE	
		03	00	<p>???? BRAKING SYSTEM BOB BRENCCE 08/16 COMPLAINT: BLOCK OIL LEAK ON LEFT REAR BRAKE PACK. CORRECTION: CHECKED THE MACHINE AND FOUND THE PARK BRAKE RELEASE LINE LOOSE. REMOVED THE LINE, CHANGED THE SEAL AND PUT THE LINE BACK ON. STARTED THE MACHINE AND CHECKED FOR LEAKS. NONE FOUND. RETURNED THE MACHINE BACK TO THE CUSTOMER.</p>	

0247264	09/08/11	10841	18	<p>???? HEATER & AIR CONDITIONER DEAN WEIKLE 08/29 COMPLAINT: A/C NOT COOLING PROPERLY CAUSE: BAD TEMPERATURE CONTROL CABLE CORRECTION: AIR OUT OF VENTS WAS NOT COOL ENOUGH BUT PRESSURES WERE GOOD AND ALL LINE COLD ALL THE WAY BACK TO COMPRESSOR. FOOLED WITH CONTROL AND WAS ABLE TO GET COOL AIR OUT VENTS. LOOKED UP PARTS AND WE HAD A CABLE IN TRAILER. NIGHT SHIFT</p>	
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WILL INSTALL.

0248149 10/13/11 11500 00 TRAVEL TO/FROM MACHINE
 11 ???? DRIVE LINE/DRIVE AXLE
 DEAN WEIKLE 10/04, 10/05
 BOB BRENCE 10/04, 10/05
 COMPLAINT: LEFT HAND AXLE FAILURE
 CORRECTION: CUSTOMER ASKED US TO TRY TO GET BROKEN
 AXLE PIECE OUT WHILE WAITING ON TIRE TRUCK JUST IN
 CASE WE COULD GET IT OUT WITHOUT PULLING WHEEL
 UNIT. MADE UP A TUBE ON A LONG TUBE TO RETRIEVE
 AXLE OUT OF MATERIAL ON HAND BUT WHEN WE TRIED IT
 THE TUBE WE HAD WAS ABOUT 1/4 INCH TO GO THRU THE
 GUIDE TUBE BACK INSIDE THE AXLE HOUSING BEHIND THE
 SPEED PICKUP. ALSO FOUND THAT WE HAD ANOTHER
 SMALL PIECE OF AXLE LAYING IN BOTTOM OF AXLE
 HOUSING THAT WE WOULD NOT BE ABLE TO GET WITHOUT
 PULLING WHEEL UNIT. INSTALLED AXLE COVER AND
 HAULED STAND AND CRIB BLOCKS TO MACHINE FOR TIRE
 TRUCK TO USE TO BLOCK MACHINE WHILE REMOVING
 TIRES. WILL REMOVE UNIT IN THE MORNING.

COMPLAINT: BLOCK CONTINUING REPAIRS.
 AXLE BROKE.
 CORRECTION: PREPED THE LEFT REAR FINAL DRIVE AND
 SPINDLE FOR REMOVAL TO EXTRACT THE BROKEN AXLE.
 REMOVED THE BRAKE COOLER TUBES. REMOVED THE BRAKE
 LINES. COVERED OR CAPPED ALL OPENINGS. BAGGED
 THE BOLTS. REMOVED ALL BUT 7 BOLTS ON TOP AND 6
 BOLTS ON THE BOTTOM OF THE SPINDLE. THE OIL IS
 OUT OF THE REAR END AND FINAL.

COMPLAINT: AXLE FAILURE
 COMPLICATION: HAD TO WAIT ON EXTRA PART
 CORRECTION: NIGHT SHIFT GOT F WHEEL UNIT READY TO
 PULL. WE REMOVED WHEEL UNIT, CLEANED AXLE HOUSING
 AND GOT PIECES OF AXLE OUT AND THEN NOTICED THAT
 GUIDE FOR AXLE THAT HOLDS WHEEL SPEED RING HAD A
 CRACK IN IT. CALLED AND ORDERED AND WAITED ON IT
 TO ARRIVE. INSTALLED NEW GUIDE WITH NEW BOLTS
 INSTALLED WITH LOCTITE AND TORQUED TO 38 LBFT.
 INSTALLED WHEEL UNIT WITH NEW MOUNTING SEAL AND
 ALL NEW LINE SEALS. INSTALLED NEW AXLE AND WAS
 TRYING TO GET DRIVE GEAR TO SPLINE AND COULD NOT
 GET IT TO LINE UP. THE TIRE TRUCK ARRIVED TO
 INSTALL TIRES SO WE DECIDED TO LET HIM INSTALL
 TIRES THEN WE CAN START TRUCK AND RELEASE BRAKES
 TO ALLOW AXLE TO SPLINE. NIGHT SHIFT WILL FINISH.
 LEFT COVER, BOLTS AND SNAP RING ON BARREL BEHIND
 TRUCK.

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COMPLAINT: BLOCK TR599 CONTINUING REPAIRS

BROKE AXLE

CORRECTION: TOOK OVER FROM DAY SHIFT. ALIGNED THE AXLE SHAFT TO THE GEAR AND SLID THE GEAR IN PLACE. INSTALLED THE SNAP RING. INSTALLED THE COVER WITH THE OLD SEAL. HAD THE LUBE MAN FILL THE DIFFERENTIAL AND WHEEL UNITS WITH OIL. TOPPED OFF THE HYDRAULIC TANK. CHECKED THE OTHER FLUIDS AND STARTED THE MACHINE AND CHECKED FOR LEAKS. NONE FOUND. BLED THE BRAKES. RETURNED THE MACHINE BACK TO THE CUSTOMER. PICKED UP THE TRASH AND CRIBS.

0248702 11/03/11 11955 25 ???? STEERING SYSTEM

BOB BRENC 10/27

COMPLAINT: BLOCK TRK599

HARD STEERING

CORRECTION: CHECKED THE CHARGE IN THE ACCUMULATORS AND BOTH WERE LOW, 400 PSI. CHARGED BOTH TO SPECS BY TEMPERATURE AND CHECKED THE STEERING, GOOD. RETURNED THE MACHINE BACK TO THE CUSTOMER.

0250123 12/28/11 39638 00 TRAVEL TO/FROM MACHINE

01 ???? AIR INDUCTION & EXH SYS

JOSEPH NEAL 12/22

COMPLAINT: INSPECTION

CORRECTION: HELP ROBERT INSPECT MACHINE.

0251107 02/15/12 13944 25 ???? STEERING SYSTEM

RANDY JONES 02/10

COMPLAINT: CHECK WEAK STEERING.

CORRECTION: CHECKED STEERING SYSTEM, CHECKED BOTH STEERING ACCUMULATOR BOTH ARE AT SPECS. CHECKED SYSTEM PRESSURE AND FOUND ACCUMULATOR CUT OUT PRESSURE TO BE 2400PSI, SPECS 2655PSI. ADJUSTED ACCUMULATOR CHARGING VALVE TO SPECS AND TESTED MACHINE, STEERING OKAY. ORDERED NEW ACCUMULATOR CHARGING VALVE DUE TO SPEAKING WITH OPERATOR AND HE STATED THE VALVE HAD BEEN ADJUSTED TWICE BEFORE.

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0253184 05/31/12 15848 00 TRAVEL TO/FROM MACHINE

03 ???? BRAKING SYSTEM
BOB BRENCE 05/22. 05/23

COMPLAINT: BLOCK TRK599

HAND RETARDER HANDLE TURNING TOO FAR IN THE VALVE.
CORRECTION: CHECKED THE MACHINE. THE RETARDER IS
WORKING. THE STOP IN THE VALVE IS BROKEN. RETURNED
THE MACHINE BACK TO THE CUSTOMER AND MADE A PARTS
LIST.

COMPLAINT: BLOCK TRK599

HAND RETARDER AND AFTER COOLER SENSOR.
CORRECTION: REPLACED THE CONTROL VALVE FOR THE
HAND RETARDER. AIRED THE MACHINE UP AND STARTED
IT AND CHECKED THE OPERATION. GOOD. REPLACED THE
SENSOR FOR THE REAR AFTER COOLER. ASKED THE
OPERATOR IF THIS TOOK CARE OF THE PROBLEM AT SHIFT
CHANGE AND SAID THAT IT WORKED FINE ALL SHIFT.

COMPLAINT: BLOCK COAL SCREEN

CORRECTION: PUT THE BEARING CARRIER BACK IN WITH A
NEW BEARING. PUT THE COUNTER WEIGHTS BACK IN
PLACE. INSTALLED THE HYDRAULIC MOTOR AND HOOKED
UP THE GREASE LINE TO THE BEARING. PUT TWO TUBES
OF GREASE IN THE BEARING. STARTED THE MACHINE AND
CHECKED THE OPERATION. GOOD. RETURNED THE
MACHINE BACK TO THE CUSTOMER.

0253580 06/19/12 16211 26 ???? SUSPENSION

BOB BRENCE 06/12

COMPLAINT: BLOCK TRK599

SUSPENSION CYLINDER LOW.

CORRECTION: OPERATOR SAID THAT THE MACHINE FELT
LIKE THE LEFT SIDE DIPPED LOWER THAN THE RIGHT
SIDE WHEN DUMPING. CHECKED THE CYLINDER AND IT
WAS AT 4 INCHES OF CHROME. CHARGED IT TO 8 INCHES
OF CHROME SHOWING. RETURNED THE MACHINE BACK TO
THE CUSTOMER.

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0253996	07/16/12	16635	00	TRAVEL TO/FROM MACHINE	
			27	???? TRANSMISSION BOB BRENCÉ 07/04 JASON BARTFAI	
				COMPLAINT: BLOCK TRK599	
				TRANSMISSION OIL OVERHEATING. CORRECTION: STARTED WITH PULLING THE TRANSMISSION CHARGE AND LUBE FILTERS. CUT THE FILTERS OPEN BUT DID NOT SEE ANY METAL IN THEM TO SUGGEST THAT THE PUMP IS FAILING. PULLED THE SCREENS OUT OF THE TRANSMISSION HOUSING AND DID NOT FIND ANYTHING IN THEM EITHER. DID HAVE CONSTANT OIL FLOW OUT OF THE SCREEN HOUSING AND IT HAS NEVER HAPPENED TO ME BEFORE. REPLACED THE FILTERS AND PUT THE SCREENS BACK IN. STARTED THE MACHINE AND CHECKED THE PRESSURES ON THE TRANSMISSION. WITH COLD OIL, GOT 380 PSI LOW IDLE AND 430 PSI AT HIGH. WARMED THE TRANSMISSION UP TO ABOUT 170 DEGREES AND CHECKED AGAIN. WITH HOT OIL, GOT 380 AT LOW AND 430 AT HIGH. THE SPECS CALL FOR A MIN PRESSURE OF 365 AT LOW AND A MAX PRESSURE OF 461 AT HIGH. TOLD THE ONCOMING JOB BOSS THAT IF IT HEATED AGAIN TO PARK IT SINCE WAS ABOUT TO LEAVE.	
				COMPLAINT: TRANS OVER HEATING CORRECTION: CHECKED FLUIDS AND BREATHER. CHECKED OK. MACHINE SHOWING TRANS TEMP HIGH. FOUND HOSE FROM TRANS TO PUMP LOOSE AND LEAKING. TIGHTENED. THIS MAY BE LETTING THE PUMP SUCK AIR AFTER TIGHTENING HOSE. MACHINE RAN OK AND DID NOT OVER HEAT ANY MORE.	
0254260	07/24/12	16138	03	???? BRAKING SYSTEM BUD BANE 07/20	
				COMPLAINT: REPAIR BRAKES. CAUSE: THERE WAS A OIL LEAK ON BRAKE LINES. COMPLICATION: FOUND HOSE LEAKING AT CLAMP. CORRECTION: ORDERED NEW HOSE.	
			04	???? CAB BOB BRENCÉ 07/20	
				COMPLAINT: BLOCK TRK599	
				DRIVERS SIDE MIRROR BROKEN. CORRECTION: CHECKED THE MACHINE AND THE MIRROR WAS SHATTERED. TOOK THE MIRROR OFF OF THE 588 TRUCK AND INSTALLED IT. RETURNED THE MACHINE BACK TO	

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THE CUSTOMER.

0254391 08/03/12 17143 13 ???? ENGINE
BOB BRENCÉ 07/30

COMPLAINT: BLOCK TRK599

LOW POWER AND THE RIGHT SIDE EXHAUST IS COOLER THAN THE LEFT BY ABOUT 200 DEGREES.
CORRECTION: HOOKED E/T UP AND CHECKED FOR ANY CODES AND THE MACHINE HAS NONE. DID A CYLINDER CUT OUT TEST AND THE RIGHT SIDE NUMBERS WERE LOWER THAN THE LEFT. FOUND A FUEL FILTER ON THE ENGINE THAT HAD NOT BEEN CHANGED SINCE THE MACHINE WAS PUT TOGETHER. (IT WAS STILL PAINTED YELLOW) AND REPLACED IT. RAN THE CUT OUT TEST A SECOND TIME AND THIS TIME THE NUMBERS WERE EVEN LOWER. RAN A SOLENOID TEST AND THEY ALL CAME BACK GOOD. PUT THE MACHINE BACK TO WORK. PRINTED THE TEST OUT AND PUT WITH THE SERVICE REPORT FOR FURTHER REVIEW.

0254537 08/13/12 39639 00 TRAVEL TO/FROM MACHINE
04 ???? CAB
JASON BARTFAI 08/02

COMPLAINT: REPLACE MIRROR
CORRECTION: REPLACED MIRROR ON OFF SIDE

13 ???? ENGINE
BOB BRENCÉ 08/02

COMPLAINT: BLOCK TRK599

MACHINE HAS A LOSS OF POWER AND THE RIGHT SIDE EXHAUST IS COLDER THAN THE LEFT.
CORRECTION: CONTINUED T/S MACHINE. DID CUT OUT TEST TWO NIGHTS AGO. THE RIGHT SIDE READ LOWER. WAS GOING TO CHECK THE FUEL PRESSURE BUT COULD NOT COME UP WITH THE PROPER FITTINGS TO TIE INTO THE FUEL RAIL. BLOCKED THE RETURN FUEL LINE TO TRY TO BRING THE PRESSURE UP BUT THIS DID NOT HELP. THE RIGHT SIDE EXHAUST GETS PROGRESSIVELY COLDER AS YOU GO FROM CYLINDER #1 BACK. THE FRONT TURBO ON THE RIGHT SIDE GOT TO 200 AT AN IDLE AND THE REAR WAS AT ABOUT 175. THE LEFT SIDE TURBOS WERE WELL OVER 250 OR BETTER AT AN IDLE. LET THE MACHINE RETURN TO WORK.

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0254688	08/18/12	17283	00	TRAVEL TO/FROM MACHINE	
			13	???? ENGINE	
				BOB BRENC 08/05, 08/06	
				COMPLAINT: BLOCK TRK599	
				LOW ON POWER AND THE RIGHT SIDE EXHAUST IS COLDER THAN THE LEFT.	
				CORRECTION: CONTINUING T/S. HOOKED UP A GAUGE TO THE FILTER HOUSING AND STARTED THE MACHINE.	
				ACCORDING TO SIS, THE PRESSURE SHOULD BE 60 TO 65 PSI. THE MACHINE IS AT 25 PSI AT AN IDLE AND ABOUT 70 PSI WHEN PUT TO HIGH IDLE. TOOK THE FUEL RETURN LINE OFF AND CAPPED THE LINE AND STARTED THE MACHINE AGAIN AND CHECKED THE PRESSURE AND IT WAS AT 110 PSI. PUT THE MACHINE BACK TOGETHER AND WENT TO DO START UP.	
				COMPLAINT: BLOCK TRK599	
				CONTINUING T/S FOR LOW POWER.	
				CORRECTION: WAS ABLE TO WORK ON THE MACHINE FOR TWO HOURS. PULLED THE FUEL PRESSURE REGULATOR OFF THE FUEL RAIL. TOOK ONE OF THE METAL LINES OFF THE # 13 INJECTOR AND THEN BLEW AIR INTO THE SUPPLY ON THE RAIL AND THE RAIL WAS CLEAR OF OBSTRUCTIONS. PUT THE METAL LINE BACK ON. TOOK AN OLD REGULATOR OUT WITH ME OFF OF ANOTHER ENGINE. INSTALLED THAT REGULATOR ON THE MACHINE AND STARTED IT. HAD THE SAME PRESSURE, 20 PSI AT IDLE AND 60 PSI AT FULL OPEN. USED A PAIR OF PLIERS AND RESTRICTED THE RETURN AND RAISED THE PRESSURE TO 60 PSI AT IDLE BUT THE EXHAUST TEMPERATURE STILL STAYED LOW ON THE RIGHT SIDE. LET THE MACHINE GO BACK TO WORK. LATER IN THE SHIFT, LOOKED IN THE PARTS TRAILER AND THERE IS A NEW TRANSFER PUMP THERE. DID NOT HAVE ENOUGH TIME LEFT IN THE SHIFT TO INSTALL IT AND TRY THAT OUT.	
0255433	09/20/12	17889	00	TRAVEL TO/FROM MACHINE	
			25	???? STEERING SYSTEM	
				BOB BRENC 09/09	
				COMPLAINT: BLOCK TRK599	
				HIGH STEERING PRESSURE LOW.	
				CORRECTION: TRK599: CHECKED THE NITROGEN PRESSURE IN THE ACCUMULATORS. BOTH WERE DOWN TO ABOUT 400 PSI. CHARGED BOTH ACCUMULATORS TO SPECS BY TEMPERATURE. STARTED THE MACHINE AND LET THE	

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SYSTEM CYCLE AND TRIED THE STEERING. GOOD.
RETURNED THE MACHINE BACK TO THE CUSTOMER.

0256026	10/18/12	1	00 TRAVEL TO/FROM MACHINE 14 ???? FINAL DRIVE JASON BARTFAI 10/10, 10/11 BOB BRENCÉ 10/10	
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COMPLAINT: TRUCK WONT MOVE
CORRECTION: DRAINED OIL OUT OF WHEEL UNIT AND
PULLED COVERS. PULLED LEFT AXLE OK AND REINSTALLED
AXLE. PULLED RIGHT AXLE IT WAS BROKE. WHEEL UNIT
WILL NEED TO BE TAKEN APART TO REMOVE AXLE

COMPLAINT: BLOCK TRK599

RIGHT AXLE BROKEN.
CORRECTION: STARTED DISASSEMBLY OF THE WHEEL UNIT
FOR AXLE REMOVAL. PULLED THE OUTER AND INNER
PLANETARY AND SET THEM ON A PALLET. THIS WAS AS
FAR AS WAS TOLD TO TAKE IT DOWN. WRAPPED THE
WHEEL UNIT IN PLASTIC AND THE PARTS IN PLASTIC.
WHILE THE MACHINE WAS DOWN, WAS GOING TO REPLACE
THE FUEL TRANSFER PUMP. HAD CALLED THE SHOP
EARLIER AND CHECKED THE PART NUMBER ON A PUMP HAD
ON THE JOB AND IT WAS SUPPOSED TO WORK ON THIS
MACHINE. PULLED THE OIL TUBE OUT OF THE WAY AND
TOOK ALL THE FUEL LINES OFF THE PUMP. REMOVED THE
MOUNTING BOLTS AND THIS IS WHEN FOUND THAT THE NEW
PUMP WAS TOO LONG, TWO OF THE OLD MOUNTING BOLTS
WERE TOO SHORT AND WOULD NOT GO THROUGH THE PUMP.
PUT THE MACHINE BACK TOGETHER. THE FUEL SYSTEM
WILL NEED TO BE PRIMED BEFORE STARTING THE
MACHINE.

COMPLAINT: BLOCK
CORRECTION: REMOVED PLATE TO REMOVE AXLE. CLEANED
HOUSING. INSTALLED PLATE AND TORQUED BOLTS. PUT
OUTER PLANETARY TOGETHER. INSTALLED AXLE AND OUTER
COVER. PULLED AXLE SPEED SENSOR AND CHECKED. IT IS
OK. HAD FLUID FILLED PICKED UP AREA

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0257568	02/18/13	1	01 TRAVEL TO/FROM MACHINE 02 ???? MISCELLANEOUS COMPLAINT: BLOCK CAUSE: BLOCK CORRECTION: LOADED LIPSAVERS AND GUARDS. WENT TO THE 994 AND CLEANED THE HOLES AND GROUND THE PAINT OFF. INSTALLED THE SAVERS AND GUARDS. INSTALLED BLOW-BY RUBBER AND GOT TUBE FROM 599 TRUCK AND INSTALLED IT ON THE 994. WENT TO 582 AND REMOVED FOUR HYDRAULIC HOSES AND RESEALED TWO HOSES. ROBERT BROUGHT A HOSE AND INSTALLED IT FROM TANK TO SCAVENGE PUMP. LOOKED AT THE 584 TRUCK FOR COOLANT LEAK AND FOUND BAD O-RING UNDER A BLOCK ON THE RIGHT REAR OF THE ENGINE LEFT ROBERT NUMBER. LOOKED AT 562 FOR BAD LEAK FOR AIR INTAKE LOOKED THE SYSTEM OVER AND FOUND NO OBVIOUS LEAKS FILTERS WERE DIRTY BUT NO VISUAL LEAKS.	
0261199	10/02/13	23235	01 TRAVEL TO/FROM MACHINE 02 REMOVE & INSTALL FUEL INJ VALVE/NOZZLE JOHN MEACHUM 9/24 COMPLAINT: INSTALL INJECTORS CORRECTION: LOOKED UP TORQUE SPEC FOR JOB MECHANIC HE INSTALLED #5#9 AND #15 INJECTORS. I PROGRAMED THE TRIM CODES AND MACHINE RAN FINE. 03 INSPECT & MAINTAIN INLET/EXHAUST VALVE JOE MEACHUM 9/24 COMPLAINT: INSTALL INJECTOR AND ADJUST VALVES CORRECTION: ARRIVED AT MACHINE AND THE ENGINE WAS AT OPERATING TEMP. CALLED ROBERT AND TOLD HIM THAT THE ENGINE WAS HOT AND HE SAID TO JUST ADJUST THE ONES THAT WAS WAY OUT OF ADJUSTMENT. REMOVED ALL VALVE COVERS, PIN TIMED ENGINE, ADJUSTED VALVES AND INJECTORS THAT WAS WAY OUT. INSTALLED VALVE COVERS.	
0140210	02/17/16	1	01 RECONDITION GEAR PUMP 99 ORDER GEAR PUMP	
4200640	08/06/19	3329	02 PERFORM MAINTENANCE ON MACHINE 5.5 HRS @ \$129.00/HR 5.5 HRS @ \$193.50/HR (OT) COMPLAINT: TAKE OIL SAMPLES ON ALL COMPARTMENTS CORRECTION: THE MACHINE HAD NO HYD. OR TRANS OIL IN TANK. FOUND A DRUM OF OIL EACH AND PUT IN	

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TRUCK, RAN TRUCK TO GET OIL WARMED UP TO TAKE OIL SAMPLES. DID A PRODUCT STATUS REPORT AND SAMPLED ALL COMPARTMENTS

COMPLAINT: RICH PRESERVATI WANTED US TO PERFORM THESE TASKS.

CAUSE: SELLING EQUIPMENT

COMPLICATION: THERE WAS NO TRANS OR HYDRAULIC OIL IN THE MACHINE, AND WE HAD TO GO GET BARRELS, AND PUMP IT OFF OURSELF.

CORRECTION: WE ARRIVED AT THE MACHINE, AND FOUND THAT THE HYDRAULIC TANK, AND THE TRANS TANK HAD BEEN PUMPED DRY AFTER CALLING ON THE RADIO SEVERAL TIMES WE LOCATED THE LUBE TRUCK. HE INFORMED ME THAT HE WAS IN THE MIDDLE OF SERVICING THE LUBE TRUCK, AND DID NOT HAVE VERY MUCH OIL ON THE LUBE TRUCK, BUT HE TOLD ME WERE TWO 55 GAL DRUMS WERE, AND I WENT, AND GOT HIM AND DANNY, AND I PUMPED THEM INTO THE FIRST TRUCK. AFTER GETTING THE OIL INTO THE TRUCK, WE TOOK IT, AND RAN IT, AND GOT THE OILS WARM. DANNY THEN GOT THE PSR REPORT, AND WE TOOK ALL THE OIL SAMPLES. RICH ARRIVED, AND WE MOVED THE TRUCK FOR HIM SO HE COULD TAKE PICTURES OF THE TRUCK, AND CHECK IT OUT.