

User: D090

Catalog #: 461381

320B Track Excavators, 1997
SN: 06CR00750Current Hours (SMU): 9241
Sale Date: 05/06/1997

Delivery Date: Unknown

Service History

Service Date	Invoice Type	Hours	Description	Service Notes
07/15/1999	Service	1928	PERFORM ANNUAL MAINTENANCE	
07/26/1999	Service Credit	1928	PERFORM ANNUAL MAINTENANCE	
07/26/1999	Service	1928	PERFORM ANNUAL MAINTENANCE	
08/12/1999	Service	0	SPRAY WELD	
09/23/1999	Service	2027	ZONE TRAVEL MACHINE	
10/16/1999	Service	2061	R/I REPLACE AFTER FAILURE	
10/16/1999	Service	2061	REPAIR MACHINE	
10/16/1999	Service	2061	REPAIR TRUCK CHASSIS	
03/20/2000	Service	2653	REPAIR MACHINE	
05/02/2002	Parts	0		
11/19/2003	Service	6091	REPAIR HYDRAULIC SYSTEM	TRAVELS WEAK ON MACHINE. * FOUND BAD SWIVEL SEALS. * REMOVED SWIVEL AND INSTALLED NEW HIGH TEMP. SEALS. REASSEMBLED AND ADJUST OIL LEVEL. CHECKED MACHINE OPERATION.
03/04/2004	Parts	0		
04/09/2004	Parts	0		
04/14/2005	Parts	0		
01/18/2006	Parts	0		
02/28/2007	Service	8858	ZONE TRAVEL MACHINE	
02/28/2007	Service	8858	PERFORM PM-1 250 HOUR	PERFORM PM 1 ALSO REPLACED THE INNER AIR FILTER
03/02/2007	Parts	0		
03/07/2007	Parts	0		
04/04/2007	Parts	0		
07/09/2007	Service	8942	REPAIR HYDRAULIC SYSTEM	LOW POWER, SLOW HYDRAULICS GOVERNOR CONTROL CABLES NOT ADJUSTED PROPERLY AND OUT OF CALIBRATION, CUSTOMER HAD RECENTLY REPLACED GOVERNOR CONTROL ADJUSTED CABLES, AND CALIBRATED MACHINE AND PUT GAUGES ON PUMP AND HAD 5000 PSI AND MACHINE IS NOW RUNNING 1980-2000 RPMS (WAS AT 1650 RPMS FULL THROTTLE) CUSTOMER LOADED SEVERAL TRUCKS AND WAS SATISFIED WITH THE WAY MACHINE WAS PERFORMING.
07/09/2007	Service	8942	REPAIR HYDRAULIC SYSTEM	
08/17/2007	Service	0	REPAIR STICK/ARM	
08/17/2007	Service	0	REPAIR STICK/ARM	
08/20/2007	Service	0	TURN BUCKET CYLINDER	DISASSEMBLED CLEANED & INSPECTED ALL PARTS. HONED BARREL POLISHED ROD RESEALED HEAD & PISTON. REASSEMBLED TESTED & PAINTED. **** NO WARRANTY BAD ROD ****
08/20/2007	Service	0	TURN STICK CYLINDER	DISASSEMBLED CLEANED & INSPECTED ALL PARTS. HONED BARREL POLISHED ROD RESEALED HEAD & PISTON. REASSEMBLED TESTED & PAINTED. **** NO WARRANTY BAD ROD ****
08/20/2007	Service	0	TURN TRUCK CHASSIS	DISASSEMBLED CLEANED & INSPECTED ALL PARTS. HONED BARREL POLISHED ROD RESEALED HEAD & PISTON. REASSEMBLED TESTED & PAINTED. CYLINDER FOR TRUCK.
04/08/2010	Parts	0		
05/15/2010	Parts	0		
05/28/2010	Service	9003	REPAIR MACHINE	MONITOR IS NOT WORKING. 5-27-10. BEGIN TROUBLESHOOTING ELECTRICAL SYSTEM. CHECK INPUTS & OUTPUTS ON CONTROLLER & MONITOR. ORDER PARTS. 5-28-10. RETURN TO MACHINE. INSTALL NEW CONTROLLER. MONITOR WILL WORK BUT TWO SWITCHES ARE INOP FOR CALIBRATIONS. INSTALL NEW MONITOR & CALIBRATE GOVERNOR & PRV TO COMPLETE.
06/03/2010	Parts	0		
06/11/2010	Parts	0		

06/17/2010	Parts	0		
06/22/2010	Parts	0		
06/30/2010	Service	9070	REPAIR VARIABLE SPEED DRV PULLEY	TWO SPEED TRAVEL NOT WORKING. MAIN HYD. PUMP PRESSURE SENSOR FAULTY. CUTTING SIGNAL TO THE TWO SPEED TRAVEL SOLENOID. I TROUBLESHOT WIRING & ECM, FOUND NO SIGNAL FROM ECM TO TRAVEL SOLENOID, ACTIVE CODE FOR HYD. PRESSURE SENSOR. REPLACED SENSOR, RAN MACHINE TWO SPEED TRAVEL WORKING PROPERLY. I CHECKED MAIN PRESSURES THEY WERE 4800PSI. I ADJUSTED MAIN PRESSURES TO 5000 PSI.
06/30/2010	Service	9070	REPAIR ENGINE OVERHEATING	ENGINE OVERHEATING. RADIATOR CAP, COOLANT TEMP SENSORS. I REPLACED RADIATOR CAP & TWO COOLANT TEMP SENSORS. I WATCHED CUSTOMER RUN MACHINE & LOAD TRUCKS. ENGINE NEVER GOT ABOVE 190 DEG.
06/30/2010	Service	9070	CHECK LUBE LEVEL VARIABLE SPEED DRV PULLEY	TWO SPEED TRAVEL NOT WORKING. MAIN HYD. PUMP PRESSURE SENSOR FAULTY. CUTTING SIGNAL TO THE TWO SPEED TRAVEL SOLENOID. I TROUBLESHOT WIRING & ECM, FOUND NO SIGNAL FROM ECM TO TRAVEL SOLENOID, ACTIVE CODE FOR HYD. PRESSURE SENSOR. REPLACED SENSOR, RAN MACHINE TWO SPEED TRAVEL WORKING PROPERLY. I CHECKED MAIN PRESSURES THEY WERE 4800PSI. I ADJUSTED MAIN PRESSURES TO 5000 PSI.
06/30/2010	Service	9070	REPAIR VARIABLE SPEED DRV PULLEY	
06/30/2010	Service	9070	REPAIR ENGINE OVERHEATING	
06/30/2010	Service	9070	TROUBLESHOOT AND REPAIR RIPPER ASSEMBLY	ENGINE RUNNING HOT SEALS MISSING FROM SIDES OF RADIATOR FOUND RAD DIRTY AND SEALS FROM BETWEEN COOLER AND RAD MISSING CLEANED BETWEEN RAD AND COOLER AND REPLACED SEALS RAN MACHINE ALL CHECKES GOOD
06/30/2010	Service	9070	TRAVEL TO/FROM MACHINE	
07/07/2010	Parts	0		
07/07/2010	Parts Credit	0		
07/08/2010	Parts	0		
07/12/2010	Service	9101	TROUBLESHOOT RIPPER ASSEMBLY	
07/12/2010	Service	9101	TRAVEL TO/FROM MACHINE	
10/06/2010	Service	0	REPAIR ENGINE OVERHEATING	
10/06/2010	Service	0	CHECK LUBE LEVEL AIR CONDITIONER	
10/06/2010	Service	0	REPAIR ENGINE OVERHEATING	
10/06/2010	Service	0	REPAIR BACKUP ALARM	
10/06/2010	Service	0	CHECK LUBE LEVEL AIR CONDITIONER	
11/29/2010	Service Credit	9070	REPAIR VARIABLE SPEED DRV PULLEY	TWO SPEED TRAVEL NOT WORKING. MAIN HYD. PUMP PRESSURE SENSOR FAULTY. CUTTING SIGNAL TO THE TWO SPEED TRAVEL SOLENOID. I TROUBLESHOT WIRING & ECM, FOUND NO SIGNAL FROM ECM TO TRAVEL SOLENOID, ACTIVE CODE FOR HYD. PRESSURE SENSOR. REPLACED SENSOR, RAN MACHINE TWO SPEED TRAVEL WORKING PROPERLY. I CHECKED MAIN PRESSURES THEY WERE 4800PSI. I ADJUSTED MAIN PRESSURES TO 5000 PSI.
11/29/2010	Service Credit	9070	REPAIR ENGINE OVERHEATING	ENGINE OVERHEATING. RADIATOR CAP, COOLANT TEMP SENSORS. I REPLACED RADIATOR CAP & TWO COOLANT TEMP SENSORS. I WATCHED CUSTOMER RUN MACHINE & LOAD TRUCKS. ENGINE NEVER GOT ABOVE 190 DEG.
11/29/2010	Service Credit	9070	CHECK LUBE LEVEL VARIABLE SPEED DRV PULLEY	TWO SPEED TRAVEL NOT WORKING. MAIN HYD. PUMP PRESSURE SENSOR FAULTY. CUTTING SIGNAL TO THE TWO SPEED TRAVEL SOLENOID. I TROUBLESHOT WIRING & ECM, FOUND NO SIGNAL FROM ECM TO TRAVEL SOLENOID, ACTIVE CODE FOR HYD. PRESSURE SENSOR. REPLACED SENSOR, RAN MACHINE TWO SPEED TRAVEL WORKING PROPERLY. I CHECKED MAIN PRESSURES THEY WERE 4800PSI. I ADJUSTED MAIN PRESSURES TO 5000 PSI.
11/29/2010	Service Credit	9070	REPAIR VARIABLE SPEED DRV PULLEY	
11/29/2010	Service Credit	9070	REPAIR ENGINE OVERHEATING	
11/29/2010	Service Credit	9070	TROUBLESHOOT AND REPAIR RIPPER ASSEMBLY	ENGINE RUNNING HOT SEALS MISSING FROM SIDES OF RADIATOR FOUND RAD DIRTY AND SEALS FROM BETWEEN COOLER AND RAD MISSING CLEANED BETWEEN RAD AND COOLER AND REPLACED SEALS RAN MACHINE ALL CHECKES GOOD
11/29/2010	Service Credit	9070	TRAVEL TO/FROM MACHINE	

11/29/2010	Service	9070	REPAIR VARIABLE SPEED DRV PULLEY	TWO SPEED TRAVEL NOT WORKING. MAIN HYD. PUMP PRESSURE SENSOR FAULTY. CUTTING SIGNAL TO THE TWO SPEED TRAVEL SOLENOID. I TROUBLESHOT WIRING & ECM, FOUND NO SIGNAL FROM ECM TO TRAVEL SOLENOID, ACTIVE CODE FOR HYD. PRESSURE SENSOR. REPLACED SENSOR, RAN MACHINE TWO SPEED TRAVEL WORKING PROPERLY. I CHECKED MAIN PRESSURES THEY WERE 4800PSI. I ADJUSTED MAIN PRESSURES TO 5000 PSI.
11/29/2010	Service	9070	REPAIR ENGINE OVERHEATING	ENGINE OVERHEATING. RADIATOR CAP, COOLANT TEMP SENSORS. I REPLACED RADIATOR CAP & TWO COOLANT TEMP SENSORS. I WATCHED CUSTOMER RUN MACHINE & LOAD TRUCKS. ENGINE NEVER GOT ABOVE 190 DEG.
11/29/2010	Service	9070	TROUBLESHOOT AND REPAIR RIPPER ASSEMBLY	ENGINE RUNNING HOT SEALS MISSING FROM SIDES OF RADIATOR FOUND RAD DIRTY AND SEALS FROM BETWEEN COOLER AND RAD MISSING CLEANED BETWEEN RAD AND COOLER AND REPLACED SEALS RAN MACHINE ALL CHECKES GOOD
11/29/2010	Service	9070	TROUBLESHOOT AND REPAIR RIPPER ASSEMBLY	ENGINE RUNNING HOT SEALS MISSING FROM SIDES OF RADIATOR FOUND RAD DIRTY AND SEALS FROM BETWEEN COOLER AND RAD MISSING CLEANED BETWEEN RAD AND COOLER AND REPLACED SEALS RAN MACHINE ALL CHECKES GOOD
11/29/2010	Service	9070	CHECK LUBE LEVEL VARIABLE SPEED DRV PULLEY	TWO SPEED TRAVEL NOT WORKING. MAIN HYD. PUMP PRESSURE SENSOR FAULTY. CUTTING SIGNAL TO THE TWO SPEED TRAVEL SOLENOID. I TROUBLESHOT WIRING & ECM, FOUND NO SIGNAL FROM ECM TO TRAVEL SOLENOID, ACTIVE CODE FOR HYD. PRESSURE SENSOR. REPLACED SENSOR, RAN MACHINE TWO SPEED TRAVEL WORKING PROPERLY. I CHECKED MAIN PRESSURES THEY WERE 4800PSI. I ADJUSTED MAIN PRESSURES TO 5000 PSI.
11/29/2010	Service	9070	REPAIR VARIABLE SPEED DRV PULLEY	
11/29/2010	Service	9070	REPAIR ENGINE OVERHEATING	
11/29/2010	Service	9070	TROUBLESHOOT AND REPAIR RIPPER ASSEMBLY	ENGINE RUNNING HOT SEALS MISSING FROM SIDES OF RADIATOR FOUND RAD DIRTY AND SEALS FROM BETWEEN COOLER AND RAD MISSING CLEANED BETWEEN RAD AND COOLER AND REPLACED SEALS RAN MACHINE ALL CHECKES GOOD
11/29/2010	Service	9070	TRAVEL TO/FROM MACHINE	
12/03/2012	Parts	0		
12/14/2012	Parts	0		
12/14/2012	Service	9241		REMOVED PISTON FROM PACKAGING AND FOUND THE ROD WAS INSTALLED WRONG ON PISTON ASS. ALSO NOTED THE CONECTING ROD JURNAL HAS A MACHINE MARK
12/14/2012	Service	9241		REMOVED PISTON FROM PACKAGING AND FOUND THE ROD WAS INSTALLED WRONG ON PISTON ASS. ALSO NOTED THE CONECTING ROD JURNAL HAS A MACHINE MARK
12/14/2012	Service	9241	REPAIR ENGINE	ENGINE HAS MISS AND LOW POWER, I FOUND #2 CYL WAS DEAD AND ENGINE SMOKING AND EXTREM LOW POWER PULLED HEAD FOUND THE INTAKE VALVE HAD A FRAGMENT MISSING WHICH HAD HIT PISTON AND WENT OUT EXHUAST WHICH TOOK OUT THE TURBO, (NOTE THE CYLINDER WALLS WERE WORN BUT NOT SCARED AND CRANK WAS IN SPEC TO ROLL BEARINGS IN), CUSTOMER DECIDED TO HAVE US HONE, REPISTON AND BEARING ENGINE, INSTALL REMAN HEADS AND REPLACED TURBO HONED CYLINDERS (NOTE ENGINE APPEARS TO HAVE HAD DIRT ENTRY AND OR EXTENDED OIL CHANGE INTRIVALS THE CYLINDER WALLS HAD SIGNS OF WEAR EVEN AFTER HONE) INSTALLED NEW PISTONS, RODS, BEARINGS, HEADS, TURBO, CLEANED UP ALL REUSEABLE PARTS AND RAN MACHINE SEEMS TO RUN GOOD HAS SLIGHT SMOKE BUTT SHOULD CLEAR UP AFTER BREAK IN (NOTE THERE WERE NUMEROUS OIL LEAKS ON ENGINE THAT WERE NOT REPAIRED DUE TO THAT PARTICULAR COMPONENTS WERE NOT REMOVED AND TIME NOT ALOTTED)
12/14/2012	Service	9241	SERVICE TRP TO PM SERVICE MACHINE	
12/14/2012	Service	9241		REMOVED PISTON FROM PACKAGING AND FOUND THE ROD WAS INSTALLED WRONG ON PISTON ASS. ALSO NOTED THE CONECTING ROD JURNAL HAS A MACHINE MARK
08/12/2014	Parts	0		
03/01/2016	Parts	0		
07/14/2016	Parts	0		
07/22/2016	Parts	0		

11/10/2016	Service	9931	REPAIR ELECTRICAL SYSTEM	FUSE BOX. CUSTOMER CALLED AND WANTED TO TRY TO GET THE TRACTOR RUNNING WHILE WE WAIT ON PARTS, SO I WENT BACK AND TRIED TO BYPASS THE WIRES IN THE FUES BOX TO MAKE IT RUN, BUT COULD NOT GET EVEY THING TO WORK LIKE IT SHOULD. CHECKED THE POWER ON THE KEY SWITCH, DID NOT HAVE POWER, WENT BACK TO THE FUSE BOX AND FOUND THE THE FUSE HOLDERS WAS EAT UP WITH RUST, AND WOULD NOT HOLD A FUSE TIGHT. ORDERED A FUSE BOX AND ENDS FOR THE FUSE HOLDERS. WENT BACK AND REPLACED ALL THE ENDS ON THE WIRING HARNESS FOR THE FUSE HOLDERS IN THE FUSE BOX. HAD TO REPLACE THE MAIN RELAY IT HAD BURN UP. PUT ALL THE PANELS BACK ON, AND RUN TRACTOR ALL LOOK GOOD. IN A DAY OR 2 CUSTOMER CALLED AND SAID THE ENGINE WAS RUNNING HOT, WENT OUT AND FOUND THE BOTTOM RADIATOR HOSE WAS LEAKING AND WAS LOW ON WATER. ORDERED PARTS, AND WENT BACK AND REPLACED HOSE AND FILLED WITH NEW 50/50 PREMIX. RUN TRACTOR AND ALL LOOK GOOD.
01/03/2017	Service	10077	REPAIR SWING DRIVE	MACHINE WOULD NOT SWING. PULLED TOP OFF SWING MOTOR AND FOUND METAL IN THE TOP. PULLED MOTOR AND TOOK TO HYD. SHOP FOR REPAIRS. HYD. COULD NOT FIX IT AND HAD TO GET A REMAN. WENT BACK DOWN TO HYD. SHOP TO PICK UP REMAN MOTOR. WENT OUT TO INSTALL NEW SWING MOTOR. FILLED SWING DRIVE OIL. RUN TRACTOR ALL WORK GOOD.
01/03/2017	Service	10077	REPAIR HYDRAULIC MOTOR (USE 4351	REPLACED WITH REMAN
10/19/2018	Service	10422	SMALL TOOLS MACHINE	OFF AND CHECK A/C. REPLACED #2 INJECTOR LINE, REPLACED ALL FAN BELTS AND A/C BELT. CHECKED A/C, IT WAS COOLING BUT THE A/C BOX NEED TO BE CLEANED OUT. CUSTOMER SAID THAT HE WOULD DO IT LATER. MORGANTON NC
09/19/2019	Service	10449	REPAIR ELECTRICAL SYSTEM	WILL NOT SWING. CHECKED PRESSURE ON SWING MOTOR IT WAS GOOD. CHECKED PILOT PRESSURE ON SWING BRAKE VALVE. DID NOT HAVE ANY. ORDERED AND REPLACED SWING BRAKE VALVE ON SWING MOTOR. STILL WOULD NOT SWING AND STILL DID NOT PILOT PRESSURE. PULLED RELIEF VALVES OUT OF SWING MOTOR FOR LEFT AND RIGHT. HAD SOME METAL IN THEM, PULLED TOP OFF SWING MOTOR AND FOUND A LOT OF METAL AND BRASS. REMOVED SWING MOTOR. CHECKED SWING GEAR AND INSTALLED REMAN SWING MOTOR. CHANGED ALL HYD. FILTERS. RUN TRACTOR, ALL LOOK GOOD. MORGANTON NC
09/19/2019	Service	10449	TRAVEL TO/FROM MACHINE	TRUCK/TRAVEL CHARGE FOR FIELD SERVICE WORK ZONE CHARGE 2
09/19/2019	Service	10449	REPAIR ELECTRICAL SYSTEM	WILL NOT SWING. CHECKED PRESSURE ON SWING MOTOR IT WAS GOOD. CHECKED PILOT PRESSURE ON SWING BRAKE VALVE. DID NOT HAVE ANY. ORDERED AND REPLACED SWING BRAKE VALVE ON SWING MOTOR. STILL WOULD NOT SWING AND STILL DID NOT PILOT PRESSURE. PULLED RELIEF VALVES OUT OF SWING MOTOR FOR LEFT AND RIGHT. HAD SOME METAL IN THEM, PULLED TOP OFF SWING MOTOR AND FOUND A LOT OF METAL AND BRASS. REMOVED SWING MOTOR. CHECKED SWING GEAR AND INSTALLED REMAN SWING MOTOR. CHANGED ALL HYD. FILTERS. RUN TRACTOR, ALL LOOK GOOD. MORGANTON NC
09/19/2019	Service	10449	TRAVEL TO/FROM MACHINE	TRUCK/TRAVEL CHARGE FOR FIELD SERVICE WORK ZONE CHARGE 2
02/24/2020	Service	10654	TRAVEL TO/FROM MACHINE	TRUCK/TRAVEL CHARGE FOR FIELD SERVICE WORK ZONE CHARGE 2
02/24/2020	Service	10654	TROUBLESHOOT + REPAIR HYDRAULIC SYSTEM	COMPLAINT: CHECK PRESSURES AND MACHINE PERFORMANCE. CAUSE: CUSTOMER REQUEST CORRECTION: WENT OUT TO THE MACHINE. RAN THE MACHINE UNTIL MACHINE WAS OPERATING TEMP. TIGHTENED THE MACHINE RAN BELTS. BELTS WERE SQUEALING WHEN AT HIGH IDLE. CHECKED MACHINE HIGH IDLE. ADJUSTED. CHECKED MACHINE PUMP PRESSURES. ADJUSTED. RAN MACHINE. MACHINE WILL SLIDE TRACKS WHEN PULLING IN FRESH DIRT. RETURNED MACHINE TO SERVICE.

02/24/2020	Service	10654	TROUBLESHOOT* SWING BRAKE	<p>6CR04350 MACHINE HAS 6885 HOURS COMPLAINT: TROUBLESHOOT AND REPAIR SWING BRAKE AND MACHINE PERFORMANCE. ALSO FOAM ON HOOD CAUSE: CUSTOMER REQUEST. CORRECTION: ARRIVED AT THE MACHINE IN BUFFS SHOP. HOOKED PRESSURE GAUGES TO THE MACHINE. CHECKED THE MACHINE PRESSURES WHILE RUNNING THE MACHINE. PRESSURE WERE IN SPEC. CHECKED MACHINE ENGINE SPEEDS. MACHINE CHECKS OUT GOOD. CUSTOMER COMPLAINT WAS THAT THE SWING BRAKE WOULD NOT WORK. SPOONED INTO THE SWING BRAKE SOLENOID AND FOUND THE SOLENOID HAD POWER ALL OF THE TIME. SWITCHED THE FINE SWING OFF AND THE MACHINE WOULD NOT SWING AT ALL. FOUND THAT THE PRESSURE SWITCH THAT CONTROLS THE SWING BRAKE WAS BAD. ORDERED ALL 3 PRESSURE SENSORS. FOR THE MACHINE. CUSTOMER WANTED FOAM ON THE HOOD REPLACED. SOMEONE HAD ALREADY SPRAYED SPRAY FOAM UNDER THE HOOD SO THE SPRAY FOAM WILL HAVE TO BE REMOVED. ARRIVED AT THE MACHINE REMOVED ALL OF THE SPRAY FOAM. CLEANED AREA WITH BRAKE CLEAN. REMOVED THE EXISTING FOAM ON THE HOOD AND CLEANED THE MOUNTING AREA.</p>
------------	---------	-------	---------------------------	---