Undercarriage Inspection Service

KOMATSU
Komatsu America International Company

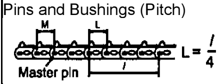
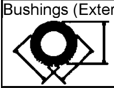
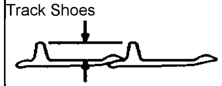
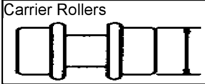
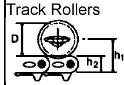
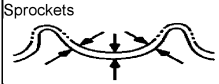
☐ COMPLETE ON SITE

WORK ORDER NO.

Customer Name: TBD **Address:** **City:** **State:** **Order No.**	**APPLICATION CODE** **Application:** 00 Unknown **Ground Condition:** 00 Unknown **Working Condition:** 00 Unknown	**UNDERFOOT CONDITIONS** **TERRAIN:** ☐ LEVEL ☒ ROLLING ☐ STEEP **IMPACT:** ☐ HIGH ☒ NORMAL **ABRASIVE:** ☐ HIGH ☒ MOD. ☐ LOW **MOISTURE:** ☐ HIGH ☒ MOD. ☐ LOW **PACKING:** ☐ HIGH ☒ MOD. ☐ LOW	**Inspection Date:** 02/22/2018 **Machine Model:** PC138USLC-10 **Complete Serial No.** 41296 C1038-N **Attachments** Coupler	**Hours Per Week:** 40 **Equip. No.** C1038-N **SMR Hrs** 3389

COMPONENT: ☒ OEM — Source: OEM

GENERAL INSPECTION — SAT: Satisfactory Condition; U/S: Unsatisfactory Condition

COMPONENT	GENERAL INSPECTION	SAT U/S	REPAIR HISTORY (SMR/DATE) Installed / Turned/Rebuilt / Hrs On Parts (Left / Right)	SONIC USED? Left Right	MEASUREMENT (mm) Left / Right	% WORN TO REPAIR LIMIT Left / Right	POTENTIAL HOURS (TO 100% WORN) Left / Right	CRITICAL	NOTES
Pins and Bushings (Pitch) 	1.Spec. ☒ Sealed ☐ Lubricated; 2.Pins Loose; 3.Pins Welded	2. ☒ ☐; 3. ☒ ☐	3389 / 3389		L: 703 / 703; M:	23 / 23; 0 / 0	11346 / 11346; N/A / N/A	☐ ☐	
Bushings (External) 	1.Wear Side ☒ Not Turned ☐ Turned; 2.Cracked; 3.Loose; 4.Heat	2. ☒ ☐; 3. ☒ ☐; 4. ☒ ☐	3389 / 3389	☐ ☐	50.2 / 50.2	17 / 17	16546 / 16546	☐	
Links	1.Spec. Link Part No; 2.Sev. Tread Wear; 3.Sev.Plates Wear; 4.Master Links	2. ☒ ☐; 3. ☒ ☐; 4. ☒ ☐	3389 / 3389	☐ ☐	89 / 89	29 / 29	8297 / 8297	☐	
Track Shoes 	1.Spec. Type: Single Shoe Width: 510mm; 2.Bent or Cracked; 3.Sev. Plates Wear; 4.Bolts Loose	2. ☒ ☐; 3. ☒ ☐; 4. ☒ ☐	3389 / 3389	☐ ☐		0 / 0	N/A / N/A	☐	
Idlers	1.Wear Pattern ☐ Inside ☒ Top ☐ Outside; 2. Measurement Type: ☒ Step — Radius; 3.Cracked; 4.Guide Adj.; 5.Oil Leaks	3. ☒ ☐; 4. ☒ ☐; 5. ☒ ☐	3389 / 3389	☐ ☐	20 / 20	25 / 25	10167 / 10167	☐	
Carrier Rollers 	1.Out of Round/Packed; 2.Cracked/Chipped; 3.Oil Leaks	1. ☒ ☐; 2. ☒ ☐; 3. ☒ ☐	3389 / 3389	☐ ☐ ×3	F 115 / 115; 2 115 / 115; 3	17 / 17; 17 / 17; 0 / 0	16546 / 16546; 16546 / 16546; N/A / N/A	☐ ☐ ☐	
Track Rollers  $D = 2(h_1 - h_2)$	1.Spec. D/Flanged(Qty) / S/Flanged(Qty) 8 / 8; 2.Out of Rnd/Pckd; 3.Cracked/Chipped; 4.Oil Leaks	2. ☒ ☐; 3. ☒ ☐; 4. ☒ ☐	3389 / 3389	☐ ☐ ×10	F 129 / 129; 2 129 / 129; 3 129 / 129; 4 129 / 129; 5 129 / 129; 6 129 / 129; 7 129 / 129; 8 129 / 129; 9; 10	17 / 17 (F–8); 9: 0 / 0; 10: 0 / 0	16546 / 16546 (F–8); 9: N/A / N/A; 10: N/A / N/A	☐ ×10	
Sprockets 	1.Wear Pattern ☐ Fr Dr Side ☐ Rr Dr Side ☐ Tip ☐ Root; 2.Tooth Bolts Loose; 3.Cracked/Chipped; 4.Severe Side Wear; 5.F/Drive Oil Leaks	2. ☒ ☐; 3. ☒ ☐; 4. ☒ ☐; 5. ☒ ☐	Judgement: ☒ Good ☐ Fair ☐ Poor						

Track Adjustment	SAT	U/S
1.Are the track tension adjustment correct for the application?	☒	☐
2.Recommendation: ☐ 25 mm (1 in) ☒ 50 mm (2 in) ☐ 75 mm (3 in)		
Track Frames		
1.Check deformations, cracks, sev. wear of frames and braces	☒	☐
2.Visual check for track frame alignments	☒	☐
Track Guards (☐ Full ☐ Center ☒ None)		
1.Check deformation, cracks, severe wear and missing guards	☒	☐
2.Check for loose and missing mounting bolts and nuts	☒	☐

Comments:
roadliner equipped, 25% worn

Inspected By:
F.STEUDTNER