

December 2015 Mobile Meeting Notes

Anti-Trust statement was read.

Treasurers report was read.

Election of Board members was held.

Friday Safety talk and open discussion

994 radiator tank separator seals missing creating overheating due to lack of coolant through radiator cores. The lower tank on the modular style cores- several cores that were removed from a machine with overheating events and long cool down cycles had the seal missing. Replaced all the cores with new cores not reconditioned and cooling system was restored.

Unit numbers: one mine was using cut up street signs waiting for feedback. One of the mines was using LED numbers on the equipment, with real success.

Warranty tracking is there a better program. It takes a lot of employee Hrs. for most systems currently in use.

Valve adjustment on C27& C32 cat engines 250 and 4000 hours. Still seeing valve seat protrusion issues on D-10t D-11t dozers with C27 & C32 engines resulting in no valve clearance at about half engine life.

Cat track master link bolts breaking: It was brought up- are the bolts getting torqued to the Cat specifications. The bolts that are getting torqued to spec have less link failures due to cracking.

MTU using the spinner oil filters on the engine: There is a method of using a metal detecting gun to do analyses on the paper element and contents on the element to determine what components are failing in the engine. Or maybe just wearing an abnormal rate.

ORS: some mines and or operations have removed the ORS systems do to early engine failures.

16M Blades Transmission valve updates: this updated software has created hard shifts do the varying engine RPM to prevent the engine from dying. There has been some training by Cat operator trainers to learn how to run the 16M with the new updates. Not all of the mines were aware of the training.

D-11T Rear motor mounts failing early. Suggested using 3508 motor mounts and cutting off the stepped bushing side with a cold saw. The modified bushing are getting 8,000 to 10,000 hrs. On them.

Many mines are using Hyd. Oil with zinc in their Hitachi machines with no problems. Some mines are adding a bypass filter on the A/C circuit to filter oil better. The pall filter seems to be a better filter then the OEM.

