

A male technician with a beard and safety glasses is working on a complex hydraulic system. He is wearing an orange work shirt and black gloves. The background shows a workshop with various tools and equipment.

120 TONNE EXCAVATOR DAMAGED DUE TO WEATHER EVENT RESTORED TO OEM SPEC

**FAST
RESPONSE
TIME**

**THOROUGH
DIAGNOSTICS
AND REPAIRS
COMPLETED**

**QUICK
RETURN TO
PRODUCTION**

Primec

THE PROBLEM

Extreme weather can wreak havoc on mine sites in Northern Australia. High temperatures, cyclonic winds and electrical storms can have significant impacts on productivity.

Heavy rainfall can cause flash flooding and water inundation, damaging machinery and equipment.

Although mines are typically located inland, and will therefore experience less rainfall than coastal areas, they are not immune to extreme rainfall events. Heavy downpours and flash flooding can leave little time to manoeuvre your fleet to safer ground, and when heavy machinery is flooded, it is difficult to assess the full extent of the damage on mine site, particularly when electrical components are involved.

Our highly proficient team at Primec can offer a comprehensive assessment and repair of your flood-affected machinery.

All repairs are carried out to the highest of standards minimising further delays to production.

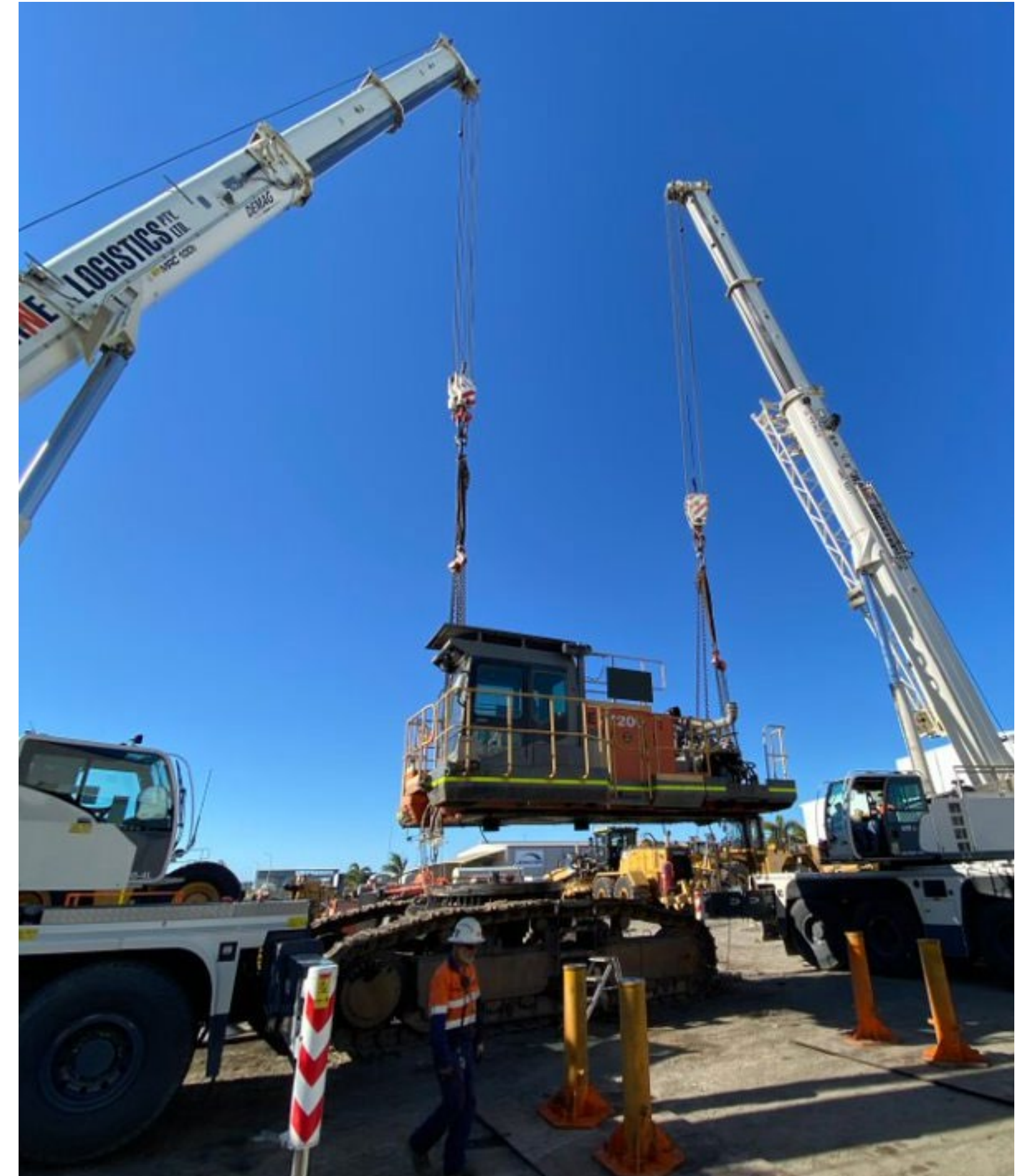
Our customer's Hitachi EX-1200-6 Excavator had sustained significant water damage due to adverse weather on a mine site within the Bowen Basin. The customer approached us to conduct a full investigation of the damage caused and repair or replace components as necessary.

This was an unforeseen occurrence and was therefore causing significant productivity loss.

It is estimated that the average cost of downtime for a single incident is \$180,000 in the mining industry, but depending on the machine, can cost up to \$130,000 per hour.

The customer needed quick turnaround and an alternative solution to the OEM. Primec's highly skilled and experienced team provided a service that reviewed the situation and offered a practical solution which took into account the urgent nature of the job, whilst taking measures to reduce asset downtime.

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THE SOLUTION

Our team fully stripped and inspected affected components for internal damage. Detailed investigations identified that there was substantial damage to the undercarriage and electrical components.

We replaced the slew bearing and carried out undercarriage repairs. The engine was removed and inspected for any water ingress, then sent for dyno-testing to ensure that there was no damage sustained.

Our team checked and replaced water damaged electrical harnesses and replaced all lighting on the machine.

In addition to water damage, we identified and addressed wear and damage from general use of the equipment to prevent future breakdowns.

Load rollers were identified as needing complete replacement due to long-term wear, which was carried out swiftly. Replacement of pins, bearing, cylinder bores, cylinder reseal, crack repairs were carried out on boom, stick and bucket.

All components were rebuilt in our very own component rebuild facility by specialist staff.

After we completed the major component replacements and repairs, a full hydraulic tune was carried out by our trained and highly skilled staff.

Our customer requested that we carry out a complete sandblast, paint and replacement of all decals. Primec's large, eight bay workshop area meant we could comfortably carry out a fully encapsulated blast and respray as well as a cab detail on a machine of this size.

Before sending the machine back to the customer, we administered an extensive test and commission to ensure the machine was performing as per the OEM's guidelines; providing absolute piece of mind to the customer.



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FULL SCOPE OF WORK COMPLETED:

- Wash and cab detail
- Removal, testing and installation/ replacement of engine componentry, all mounting hardware and hoses.
- Electrical repairs and lighting replaced
- Slew bearing replacement
- Load roller replacement
- Removal and replacement of all unserviceable hydraulic hoses
- Removal and replacement of all cooler hoses and clamps
- Boom repairs including replacement of pins, bearing, cylinder bores, cylinder reseal, crack repairs
- Stick repairs including replacement of pins, bearing, cylinder bores, cylinder reseal, crack repairs
- Bucket repairs including replacement of pins, bearing, cylinder bores, cylinder reseal, crack repairs
- Full replacement of air conditioning system
- Replacement of all intake hoses
- Fuel system repairs
- Full encapsulated blast and paint
- Hydraulic cooler replacement
- PTO drive overhaul
- Refill of all oils and coolants
- Non-destructive testing
- Thrust plate replacement
- Chassis crack repairs
- Fire suppression compliance
- Hydraulic tune
- Grease system repairs
- New site standard decals
- Final testing and inspections



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