

CUSTOMER #:  
UNIT# 557

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN/OUT	TAG	
	10	FREIGHTLINER CASCADI	1FUJGLDR0ALAF0639		469393/469393	T557	
DEL DATE	PROD DATE	WARR EXP	PROMISED	PO NO	RATE	PAYMENT	INV DATE
21JUN09 DD			22:00 08APR13			CASH	02MAY13
R.O. OPENED		READY	OPTIONS: DLR:WBSD				
08APR13		02MAY13					

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
A TOWED IN WILL NOT START							
CAUSE: REF # 4518082 FAILED INJECTORS G2- 35562 TECH # 3015							
QUICK QUICK ASSESSMENT							
3015 WDDA							(N/C)
6	DDE/RA4600700587	INJ/BOLT KIT					(N/C)
	CORE CHARGE W						(N/C)
1	DDE/RA6804908692	DPF/MODULE					(N/C)
	CORE CHARGE W						(N/C)
1	DDE/RA6804901214	DOC CONTROL MODULE					(N/C)
	CORE CHARGE W						(N/C)
1	DDE/A4721800509	OIL FLTR KIT					(N/C)
1	DDE/RA4720101520	CYL HD W/VLV					(N/C)
	CORE CHARGE W						(N/C)
1	DDE/A4720100820	GSKT O/H KIT					(N/C)
1	DDE/A4720707032	HI/P FUEL KT					(N/C)
6	DDE/A4720111810	SEAL KIT					(N/C)
1	DDE/A4720140322	SEAL KIT					(N/C)
6	DDE/A4720300360	CONN ROD BRG					(N/C)
6	DDE/A4720780180	INJ SEAL					(N/C)
1	DDE/EA4720500600	CAM INLET					(N/C)
	CORE CHARGE W						(N/C)
1	DDE/A4730960280	METAL SEAL					(N/C)
1	DDE/A4720300240	MAIN BRG KIT					(N/C)
6	DDE/A4720300817	PISTON KIT					(N/C)
1	DDE/A4721880080	GASKET					(N/C)
1	DDE/N000000001070	SEAL RING (16MM I.D.)					(N/C)
1	DDE/N000000001071	SEAL RING					(N/C)
1	DDE/N000000001072	SEAL RING					(N/C)
1	DDE/EA4720501002	CAM HOUSING					(N/C)
	CORE CHARGE W						(N/C)
1	82194	ULTRA GRAY					(N/C)
1	DDE/A6805401817	TEMP SENSOR					(N/C)
PARTS:	0.00	LABOR:	0.00	OTHER:	0.00	TOTAL LINE A:	0.00

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

UNIT# 557

COLOR		YEAR	MAKE/MODEL	LICENSE	MILEAGE IN/OUT	TAG
		10	FREIGHTLINER CASCADI	1FUJGLDR0ALAF0639	469393/469393	T557
DEL DATE	PROD DATE	WARR EXP	PROMISED	PD NO	RATE	PAYMENT
21JUN09 DD			22:00 08APR13			CASH
R.D. OPENED		READY	OPTIONS: DLR:WBSD			
08APR13		02MAY13		NV. DATE		

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
469393	REF #	4518082	FAILED INJECTORS G2-	35562	TECH #	3015	REF #
4518082	G2-	35562	TECH #	3015	WAS TOLD TRUCK WAS TOWED IN AND WILL NOT START. WALKED OUT TO TRUCK AND CHECKED THE CODES. SEEN THAT THE ENGINE HAS ENGINE SPEED HIGH CODE 190/0. TOWED TRUCK INTO BAY, AND FIRST THING I CHECKED WAS FUEL IN HOT PIPE. THERE WAS FUEL COMING OUT OF HOT PIPE WITHOUT TAKING IT OUT. TALKED TO DRIVER AND FOUND OUT WHAT HAPPEN AND THEN CALLED DETROIT FOR GUIDANCE. REF # 4518082. WAS TOLD BY DDC TO GO TO HARD START/ NO START TROUBLE SHOOTING STEPS. STEP 1 - YES, HAD FUEL IN HOT PIPE. SAID INSTALLED NEW INJECTORS AND GO TO TEST E - TROUBLESHOOTING. STEP 1- NO, OIL IN CAC, GO TO STEP 3. STEP 3 - NO, GO TO STEP 5. STEP 5 -NO, ALL FUEL, GO TO STEP 6. STEP 6 - REMOVED ALL FILTERS AND LET SIT, NO CRYSTALLIZATION, SO NO GO TO STEP 7. STEP 7 - YES, GO TO STEP 8. STEP 8 - NO, DIDNT GO OVER 2800 RPMS. GO TO STEP 9. STEP 9 - NO, ONLY GOT TO 2686 RPMS. GO TO STEP 12. STEP 12 - REMOVED ALL INJECTORS, NO LOOSE HOLD DOWNS. GO TO STEP 13. STEP 13 - YES, GO TO STEP 14. NO, CLEAM EGR COOLER AND REPLACE ALL 6 INJECTORS. GO TO STEP 17. NO, GO TO STEP 18. NO, REPLACE THE LUBRICATING OIL AND FILTER. GO TO STEP 19. YES, REPLACE THE DOC AND DPF AND GO TO STEP 20. STEP 20 - NO, CLEANED EXHAUST SYSTEM GO TO STEP 21. STEP 21 - THAT IS WHERE I STOPPED. CANT RUN UNTILL ALL PARTS ARE REPLACED. APRIL 09 - CALLED DDC AND WENT OVER THE TRUCK. DDC TROUBLESHOOTER AND WAS TOLD TO REPLACE ALL 6 INJECTORS, ENGINE OIL AND FILTER, DPF AND DOC. MADE PARTS LIST AND TURNED IN. REPLACED ALL 6 INJECTORS. INJECTOR HARNESS BROKE WHILE LOSING HARNESS. REPLACED BOTH HARNESSES. INSTALLED VALVE COVER AND PRIMED ENGINE WITH FUEL AND THEN CRANKED ENGINE. ENGINE SKIPPED WHILE RUNNING. HEARD CHIRPING COMING FROM ENGINE. CALLED DDC AND WAS TOLD TO DO A COMPRESSION TEST ON DDDL. # 2 CAME BACK BAD WITH 0% COMPRESSION. THEN DID A MANUAL COMPRESSION TEST AND # 2 ALSO FAILED. CALLED BACK TO DDC AND WAS ADVISED TO REMOVE OIL PAN. CHECK FOR METAL AND THEN PULL HEAD OFF AND SEE WHAT'S GOING ON. REMOVED BUMPER SO I COULD GET UNDER FRONT OF TRUCK. DRAINED THE OIL. REMOVED CROSS MEMBER THAT WENT ACROSS OIL PAN AND THEN REMOVED OIL PAN. DID NOT FIND ANY METAL. DRAINED COOLANT. TOOK RAN TRAY OFF, REMOVED BOLTS OUT OF TURBO, ALL CAC LINES AND COOLANT LINES GOING TO HEAD. REMOVED VALVE COVER. INTAKE AND		

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	



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LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
<p>EXHAUST ROCKERS AND CAMS AND CAM HOUSING. REMOVED HEAD. FOUND #1 HAD GLAZING 2 IN BELOW THE FIRING DECK, # 2 CYLINDER WAS WASHED OUT, #3 AND #4 HAD SIGNS OF STARTING TO WASH-OUT. #5 HAD A LINE ENGRAVED DOWN SIDE OF KIT, AND #6 HAD GLAZING ALSO 2 IN FROM TOP OF FIRING DECK. ALSO CHECKED VALVES ON HEAD AND #2 INTAKE HAD SEEPAGE COMING FROM VALVES. WAS ADVISED TO TAKE PICTURES AND SEND TO DDC. SENT PICTURES AND THEN THEY CALLED BACK, AND I WAS ADVISED TO REPLACE HEAD BECAUSE OF THE VALVE SEEPAGE. 6 PISTONS, RINGS AND LINERS. LINERS #1,2,5,6 THERE WHERE SIGNS OF DAMAGE AND #3,4 HAD BEGINNING SIGNS OF DAMAGE AND WAS TOLD THAT THE COMPRESSION FROM THEM 2 CYLINDERS WOULD BE 50 PSI LESS THEN THE NEW ONES SO IT WOULD MAKE THE ENGINE OFF BALANCE, SO THEY NEED TO BE REPLACED ALSO. THEN WAS TOLD TO REPLACE THE INTAKE CAM, BECAUSE OF VALVE CONTACTING THE PISTON AND COULD OF MOVED THE CAM LOBE. MAY 01 - PULLED ALL PISTONS OUT, AND THEN PULLED ALL KITS OUT. CLEANED BLOCK. INSTALLED NEW ORINGS ON THE KITS AND INSTALLED 6 NEW KITS INTO BLOCK. BUILT 6 NEW PISTONS AND THEN INSTALLED ALL 6 WITH NEW BEARINGS AND TORQUED TO SPEC. INSTALLED 6 NEW PISTON SPRAY NOZZLES. CLEANED AND INSTALLED THE OIL PUMP AND PICK-UP TUBE. THEN CLEANED AND INSTALLED THE OIL PAN WITH ALL NEW GASKETS. INSTALLED THE CROSS MEMBER I HAD TO REMOVE TO TAKE THE OIL PAN DOWN. REMOVED WATER MANIFOLD, EXHAUST AND INTAKE MANIFOLDS FROM HEAD. <u>INSTALLED ALL 3 ONTO NEW HEAD</u> WITH ALL NEW GASKETS AND TORQUED TO SPEC. REMOVED CAM GEAR FROM BACK OF HEAD AND <u>INSTALLED ONTO NEW HEAD</u> AND TORQUED TO SPEC. INSTALLED A NEW HEAD GASKET ONTO BLOCK AND INSTALLED NEW HEAD. TORQUED HEAD BOLTS. BOLTED TURBO AND ALL COOLANT LINES GOING TO HEAD BACK ON. WENT TO CLEAN CAM HOUSING AND SEEN WHERE THE CAM RIDES THERE WHERE GROVES IN THE HOUSING. REPLACED THE CAM GEAR HOUSING WITH A NEW ONE. INSTALLED ONTO TRUCK, INSTALLED 6 INJECTORS AND TORQUED TO SPEC. THEN SET TIMING AND INSTALLED THE CAMS AND TORQUED ALL TO SPEC. INSTALLED THE EXHAUST AND INTAKE ROCKERS AND RAN OVERHEAD ON TRUCK. INSTALLED VALVE COVER. INSTALLED AIR CLEANER AND ALL CAC LINES. FILLED TRUCK UP WITH NEW COOLANT. FILLED AND THEN PRIMED THE ENGINE WITH OIL, USING THE PRIMING MACHINE. THEN PRIMED THE FUEL SYSTEM USING THE FUEL PRIMING MACHINE. DROPPED THE DPF AND DOC. REPLACED DPF AND DOC, AND INSTALLED BACK ONTO</p>							

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PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN	OUT	150
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LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
TRUCK. RAN THE ENGINE FOR A FEW MINUTES TO CHECK FOR LEAKS AND TO CHECK OIL PRESSURE. ALL WAS GOOD AND DID NOT SEE ANY LEAKS. WENT AND WASHED THE TRUCK AND THEN TOOK IT ON A TEST DRIVE. EVERYTHING LOOKS AND RUNS FINE. PARKED ONLINE AND TURNED IN ALL GOSES. PG2#35562 TECH# 3015							
*****							
B** INJECTOR WIRING ISSUE							
MISC MISCELLANEOUS REPAIR							
3015 WDDA							
1 DDE/A4721502933 HARNESS							(N/C)
1 DDE/A4721503033 HARNESS							(N/C)
PARTS: 0.00 LABOR: 0.00 OTHER: 0.00 TOTAL LINE B:							0.00
469393 PLASTIC CLIPS ON INJECTOR HARNESS BROKEN WHILE I WAS REMOVING THE INJECTOR HARNESS ALL CLIPS WERE BREAKING AND ALSO SEVERAL OTHER WERE ALREADY BROKEN I HAD TO INSTALL NEW INJECTOR HARNESS. SO ALL WIRES WOULD BE SECURELY HELD DOWN. 3015 CASEY							
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C** PARTS NOT COVERED							
MISC MISCELLANEOUS REPAIR							
3015 CER							
14 8100 CLEANER							
4 22063 NON-WOVEN FINE FAD CENTRAL PURPOSE							
10 07485 3M SURF COND DISC, ROLOC TYPE, 3" CRS							
4 C24704 CABLE TIE BLACK 3/16" X 7-1/2"							
1 23-09446-600 HEX BOLT 3/4 X 6							
1 FREIGHT FREIGHT							
38 DDE/A4720160169 BOLT							
48 MBL/98JP33-QT FLEET 15W100 BULK QT							
1 BRZ/B9224-0443FRUB CLAMP 98IN LB CT 4IN							
HOSE							
6 OWI/23519397 CLNT. LIFE 100 PCT. GAE							
PARTS: 461.73 LABOR: 0.00 OTHER: 0.00 TOTAL LINE C:							461.73
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MISC. CHARGES	
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BSO GREENE		READY		OPTIONS: DLR:WBSD			
08APR13		02MAY13					
LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL

DESCRIPTION	TOTALS
LABOR AMOUNT	0.00
PARTS AMOUNT	461.73
GAS, OIL, LUBE	0.00
SUBLET AMOUNT	0.00
MISC. CHARGES	0.00
TOTAL CHARGES	461.73
LESS INSURANCE	0.00
SALES TAX	46.17
PLEASE PAY THIS AMOUNT	507.90