

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN / OUT	TAG	
	97	PETERBILT 378	1XPFD8X3VN438774		931364/931364	T8774	
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
01JAN97 DD			17:00 07JAN20		:	CASH	08JAN20
R.O. OPENED		READY	OPTIONS: ENG:CATERPILLAR 3406 898 CID				

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
------	--------	------	------	-------	------	-----	-------

A COURTESY ENTRANCE INSPECTION
 CI COURTESY ENTRANCE INSPECTION
 424 CP
 427 CP

B PLAY DETECTOR
 500 SUSPENSION/STEERING
 500 CP

931364 WE FOUND HOUSING CRACKED SPRINGS BROKE SHOCKS BAD AND ALOT OF BOLT LOOSE


C** KING PINS
 500 SUSPENSION/STEERING
 424 CP
 427 CP

1 DPI/300-297 KING PIN SET B/M

931364 WE HAD TO JACK THE TRUCK UP TO PUT STANDS UNDER IT. WE TOOK THE TIRES OFF, UNHOOK THE AIR LINES FROM THE BRAKE CHAMBER. WE TOOK OFF THE DRUMS TO REMOVE THE KNOCK THE KING PIN OUT. INSTALLED NEW KING PIN IN AND SHIMS. RE-CONNECTED THE AIR LINE PUT THE DRUMS AND WHEELS BACK ON.

D** SPRING PINS
 500 SUSPENSION/STEERING
 427 CP

4 UTP/8T3422 UBOLT	13.55	12.50	774.00
1 DPI/RNK-BM BUSHING	5.95	5.49	
1 DPI/338-1230 HANGER PB	57.53	53.04	
2 DPI/75-160 SPRINGS	486.35	448.45	

 WESTERN STAR	By executing below, you hereby agree that any dispute in any way related to the services rendered (except for any dispute regarding your failure to pay for services rendered or the creation, perfection or foreclosure of any lien or security interest) shall be submitted to final and binding arbitration under the commercial arbitration rules of the American Arbitration Association. Nebraska law shall govern the arbitration proceeding and the arbitration shall occur in Omaha, Nebraska. OTC MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND WHATSOEVER, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION REPRESENTATIONS OR WARRANTIES WITH RESPECT TO MERCHANTABILITY, NON-INFRINGEMENT OF THIRD PARTY RIGHTS, AND FITNESS OR SUITABILITY FOR ANY PURPOSE OR USE. FURTHER, YOU AGREE THAT OTC SHALL NOT BE LIABLE TO YOU OR ANY PARTY FOR ANY SPECIAL, INCIDENTAL, INDIRECT, PUNITIVE, EXEMPLARY OR CONSEQUENTIAL DAMAGES OF ANY KIND, ARISING OUT OF, RELATING TO OR IN CONNECTION WITH THE SERVICES RENDERED, EVEN IF OTC HAS BEEN ADVISED, KNOWS OR SHOULD HAVE KNOWN OF THE POSSIBILITY OF SUCH DAMAGES.		DESCRIPTION	TOTALS
	X_____		LABOR AMOUNT	
			PARTS AMOUNT	
			FUEL/OIL/GREASE	
			SUBLET AMOUNT	
			SHOP/REB FEES	
			TOTAL CHARGES	
			LESS INSURANCE	
			SALES TAX	
			PLEASE PAY THIS AMOUNT	

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN / OUT	TAG	
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08:33 23DEC19 08:16 08JAN20

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
8	DN-34K	U-BOLT	NUT				
8	SUW-34K	U-BOLT	WASHER				
1	19642	5/8-18	X 2 1/2	FRAME			
1	41918	5/8-18	FLANGE	NUT			
6	DPI/327-483	SPRING	PIN				
2	16246	5/8-11	X 3 1/2				
2	57118	5/8-11	METAL LOC	(36786)			
1	FRT	FREIGHT					

SUBL LABOR

PO#29358001

CPT

931364 HAD TO LOOSEN THE UBOLTS AND REMOVE THE AXLE SO WE COULD REMOVE THE SPRINGS AND HANGERS SO WE COULD REPLACE ONE BRACKET AND BOTH SPRINGS BECAUSE THEY WERE BAD AND REBUSH THE ONE HANGER THAT WAS GOOD STILL AND THEN REINSTALL EVERYTHING THE WAY IT CAME OFF

E** SHOCKS

500 SUSPENSION/STEERING

424 CP

427 CP

4 MAE/65400 SHOCK ABSORBER. GAS-MAGNUM 65

4 PGC/C11-1126 SHOCK ABS BRACKET

4

3 16242 5/8 X 2 1/2 USS GR 8

3 42318 5/8-11 NYLOC

6 12625 M16 WASHER

1 FRT FREIGHT

SUBL TIRE LABOR

PO#200060005

CPT

931364 THREE NUTS HAD TO BE CUT OFF BEFORE WE COULD REPLACE THE SHOCKS. REMOVED NUTS, REPLACED ALL FOUR SHOCKS WE TOOK A TIRE OVER TO



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X

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
FUEL/OIL/GREASE	
SUBLET AMOUNT	
SHOP/REPAIR FEES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

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08:33 23DEC19		08:16 08JAN20					
LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL

GET A HOLE FIXED

F** TORQUE RODS

500 SUSPENSION/STEERING

424 CP

526 CP

4 HDE/44694-000L TORQUE ROD BUSHING

4 DPI/334-814 PET. BEAM END BLT/BUSH KIT

931364 WE HAD TO TAKE 8 BOLTS OUT OF THE TORQUE RODS BECAUSE THEY WERE FROZE UP. WE HAD TO HEAT THEM UP SO THEY WOULD COME LOSE. WE HAD TO TAKE THEM TO THE PRESS AND PRESS THE OLD ONES OUT. WE CLEANED UP THE TORQUE RODS AND PRESS THE NEW ONES IN AND PUT THEM BACK ON THE TRUCK

G** REAR SPRINGS

500 SUSPENSION/STEERING

424 CP

427 CP

- 2 75-163 TAPER SPRING
- 2 57118 5/8-11 METAL LOC (36786)
- 2 16249 5/8-11 X 4 1/2 (D39158)
- 6 88616 9/16 USS WASHER (36755)
- 3 42314 1/2-13 NYLOC (39655)
- 3 IMP/16202 1/2-13X 2 1/2
- 1 SWT/01-49563 HANGER
- 1 NWD/BBL307 FLAT BLACK
- 2 PGC/03-05468M000 AXLE SEAT
- 1 FRT FREIGHT
- 1 FXA/129132 WASHER LOCK

931364 HAD TO REMOVE THE BOLTS TO THE AIR BAG BRACKET AND THE BOLTS IN THE FRONT PART OF THE SPRING WERE THE BUSHING IS SO I COULD REMOVE



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X

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
FUEL/OIL/GREASE	
SUBLET AMOUNT	
SHOP/ROSE FEES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN / OUT	TAG	
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LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
THE OLD BROKEN SPRING AND REPLACE IT WITH A NEW ONE THEN I REPLACED THE DRIVER SIDE SPRING ALSO							

H** REAR HOUSING
500 SUSPENSION/STEERING
424 CP
427 CP
526 CP

1 NWD/1601 GLOSSY BLACK SPRAY PAINT
1 UTP/RRAXEL&3RD REAR REAR AXLE & 3RD MEMBER ASSY
2 PEX/81860 PERMATAX
4 IMP/12712 M16 LOCKWASHER
4 IMP/15251 M16-2.0 X 80MM
14 76176 LOCKWASHER 5/8 ALLOY
1 TDA/R005872 STUD
1 SP/6*5-70-18X STRAP BOLT KIT

931364 HAD TO JACK UP THE TRUCK AND SET IT ON FRAME STAND SO WE COULD TAKE THE TIRES OFF. REMOVE THE AIRLINES ON THE BRAKE CHAMBERS. THEN REMOVE THE AXLE SHAFTS AND PULL THE DRIVE LINE OFF. WE LOOSEN THE U BOLTS AND TORQUE RODS SO WE COULD LOWER THE HOUSING DOWN AND REMOVE IT FROM UNDER THE TRUCK. REMOVED THE THIRD MEMBER FROM THE HOUSING BECAUSE THE HOUSING WAS BROKE. WE HAD TO CLEAN THE USED HOUSING UP. CLEANED THE STUDS OF RUST AND MADE SURE THEY WORKED. CUT OFF THE TORQUE ROD MOUNT AND SPRING SEATS AND WELD THEM TO THE NEW HOUSING. THEN INSTALLED THE THIRD MEMBER BACK INTO THE HOUSING AND INSTALLED THE NEW HOUSING AND THIRD MEMBER BACK UNDER THE TRUCK. REINSTALLED THE REST OF THE COMPONENTS AND TORQUED THEM TO SPEC.

I** REBUSH FRONT DRIVE AXLE SPRINGS
500 SUSPENSION/STEERING
427 CP



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X_____

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
FUEL/OIL/GREASE	
SUBLET AMOUNT	
SHOP/TEST FEES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN / OUT	TAG	
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931364 REMOVED THE OLD BUSHINGS & CLEANED UP THE BRACKETS SO WE
COULD REINSTALL NEW BUSHINGS

J** Replace low air leaf bracket.

500 SUSPENSION/STEERING

427 CP

2 16243 5/8 X 2-3/4 USS GR 8

4 12625 M16 WASHER

2 42318 5/8-11 NYLOC

931364 REMOVED THE 5 BOLTS THAT HELD THE BRACKET ON SO I COULD
REMOVE THE OLD ONE CAUSE IT WAS WORE OUT AND REPLACE IT

K** FOUND THAT THE FRAME IS CRACKED AND NEEDS TO BE WELDED

500 SUSPENSION/STEERING

424 CP

931364 THERE WAS A CRACK IN THE FRAME I HAD TO GRIND THE CRACK INTO
A V ON BOTH SIDES THEN WELD IT ON BOTH SIDES OF THE CRACK THEN I HAD TO
GRIND DOWN THE WELD

L** 3-AXLE ALIGNMENT.

500 SUSPENSION/STEERING

424 CP

427 CP

526 CP

17 23-09860-012 WASHER-FLAT.1 1/4 IN.1/32 IN
THICK

4 35012 TNDM SHIM

1 35011 TNDM SHIM

2 35010 TNDM SHIM

1 POR/10704 SHIM



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LABOR AMOUNT	
PARTS AMOUNT	
FUEL/OIL/GREASE	
SUBLET AMOUNT	
SHOP/TEST FEES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

								AG
	97	PETERBILT 378	1XPFD8X3VN438774			931364/931364	T8774	
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931364 WE DID THE ALIGNMENT AND AT THE BEFORE SHOT OF DRIVE AXLES
 WE HAD 1.4 OUT ON THE REAR DRIVE AXLE AND -9.6 OUT ON THE FRONT REAR
 DRIVE AXLE AND THE AFTER SHOT WAS 0.2 ON THE REAR AND 3.1 ON THE FRONT
 REAR DRIVE AXLE AND SET TOE



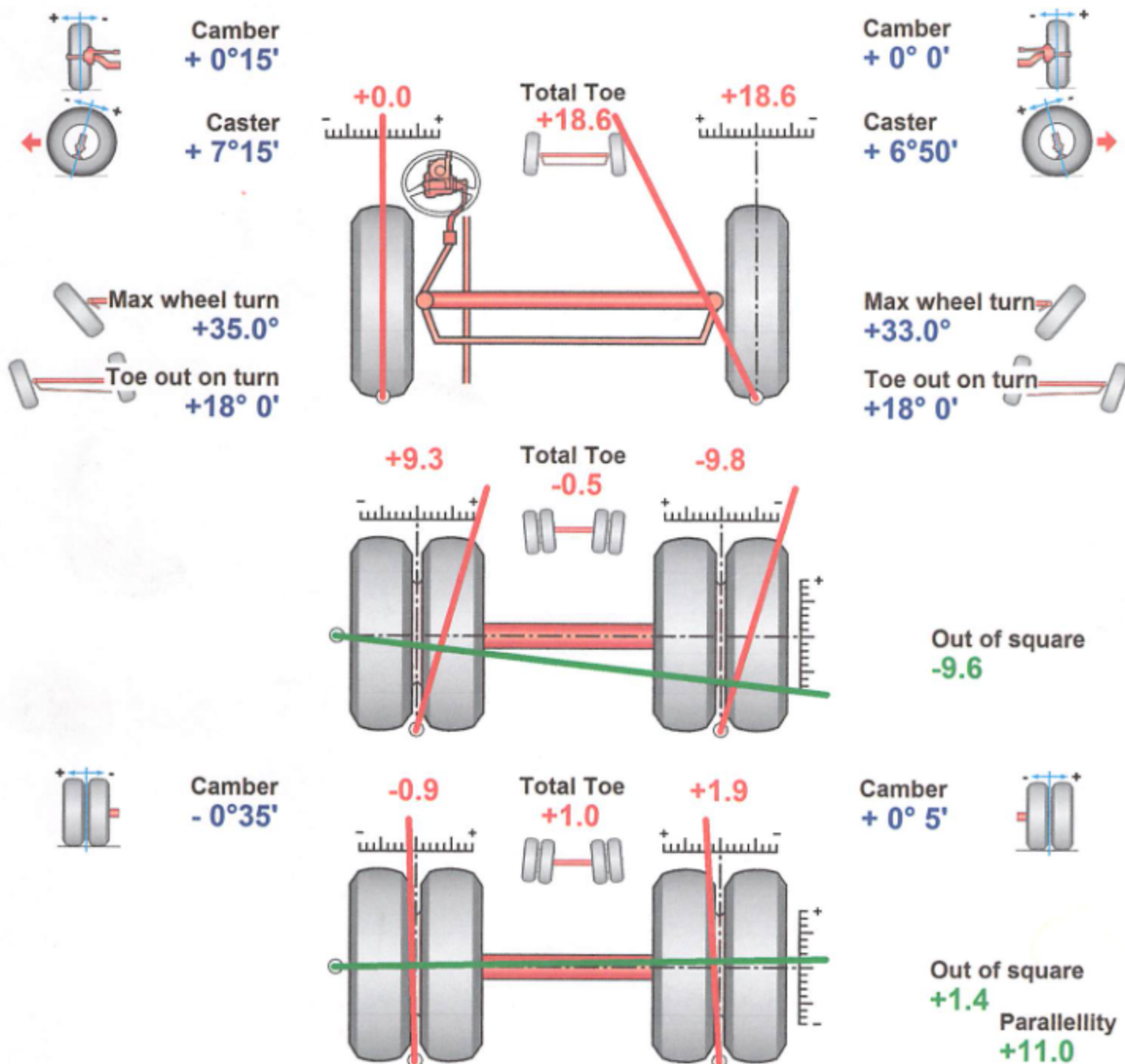
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X_____

DESCRIPTION	TOTALS
LABOR AMOUNT	_____
PARTS AMOUNT	_____
FUEL/OIL/GREASE	_____
SUBLET AMOUNT	_____
SHOP/ROB FEES	_____
TOTAL CHARGES	_____
LESS INSURANCE	_____
SALES TAX	_____
PLEASE PAY THIS AMOUNT	14472.82

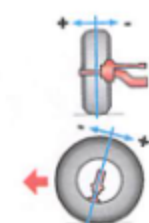
Date 1/7/2020
Chassi No. VN438774
Mileage 931364

Work order no. 601223
Reg. no. UNIT# 8774
Make 97 PETE



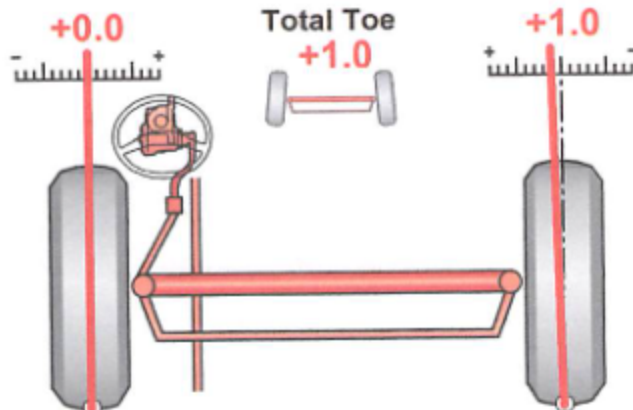
Date 1/7/2020
 Chassi No. VN438774
 Mileage 931364

Work order no. 601223
 Reg. no. UNIT# 8774
 Make 97 PETE



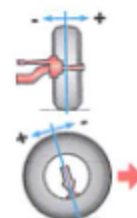
Camber
 $+ 0^{\circ}15'$

Caster
 $+ 7^{\circ}15'$



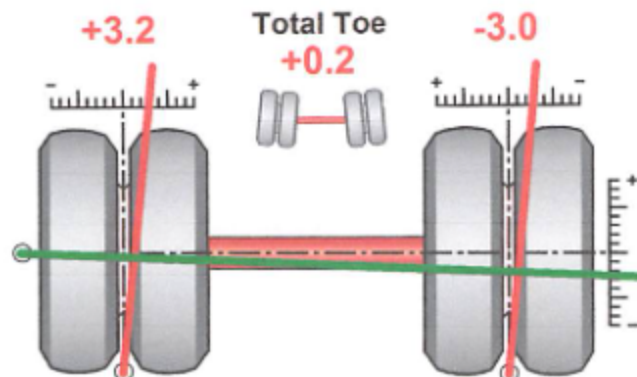
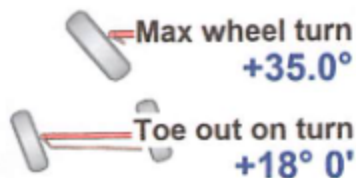
Camber
 $+ 0^{\circ}0'$

Caster
 $+ 7^{\circ}50'$



Max wheel turn
 $+33.0^{\circ}$

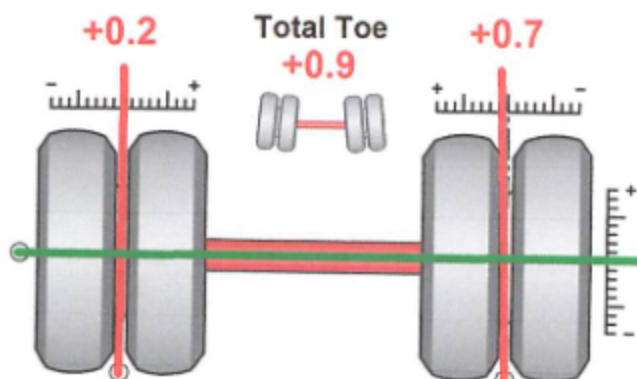
Toe out on turn
 $+18^{\circ}0'$



Out of square
 -3.1



Camber
 $- 0^{\circ}35'$



Camber
 $+ 0^{\circ}5'$



Out of square
 $+0.2$
 Parallellity
 $+3.3$