

CUSTOMER UNIT #	YEAR	MAKE	MODEL	VIN	Engine SN	ODOMETER	HOURS
112	2005	PETERBILT	CONVENTIONAL	1XP5DU9X15N842727	KCB09412/KCB14949	170,918	0

### Sold Operations

JOB #1 01

COMPLAINT REPLACE ENGINE WITH CUSTOMER SUPPLIED ENGINE

CAUSE

CORRECTION

REMOVED HOOD, DRAINED COOLANT, EVAC A/C REMOVED LINES. REMOVED RADIATOR, SURGE TANK, TRANS COOLER. DRAINED COOLANT, REMOVED HOOD, RADIATOR, P/S PUMP, STARTER, HEATER CORE LINES, ECM, CAC PIPES, VALVE COVER, REAR IAKE, REAR ROCKERS, CONNECTED CHAIN TO HEAD BOLT BECAUSE ENGINE HAD NO REAR LIFTING BRACKET, REMOVED FRONT ENGINE MOUNT BOLTS, TORCHED SEIZED REAR ENGINE MOUNT BOLTS, REMOVED TURBO DOWN PIPE, EXHAUST Y-PIPE, DRIVELINE, SHIFT TOWER, TRANS COOLER, TRANS SUPPORT BRACKET, FRAME CROSSOVER SUPPORT AND LIFTED ENGINE OUT. MOVE OLD MOTOR MOUNTS TO NEW ENGINE. REMOVED TURBOS AND MANIFOLD FROM OLD ENGINE TO BE PLACED ON NEW ENGINE. SWAPPED OVER OIL PAN AND OIL SUMP DUE TO USED ENGINE BEING A FRONT OIL SUMP VS REAR. WHILE OIL PAN WAS REMOVED. REMOVED ROD AND MAIN BEARINGS AND FOUND WEAR. ADVISED CUSTOMER AND INSTALLED NEW ROD AND MAIN BEARINGS. PUT ON PLASTIC PEICES BEHIND STEER WHEELS. INSTALLED CUSTOMER SUPPLIED USED ENGINE INTO CHASSIS. STARTED REASSEMBLY OF COMPONENTS. RAN ALL WIRING. STARTED ENGINE AND FOUND UNLOADER VALVE ON COMPRESSOR FROZE AND COMPRESSOR NOT BUILDING AIR. SWAPPED AIT COMPRESSOR FROM OLD ENGINE TO USED ENGINE. RAN UNIT AND CHECKED FOR LEAKS, TOPPED OFF ALL FLUID LEVELS. TOOK OUT FOR TEST DRIVE AND RECHECKED FOR LEAKS.

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 01	ENGINE		
1	104F/02-12176-000	BEARING-PILOT, 72 X 30 X 19MM		
1	104F/05-17223-004	CAP-PRESSURE, 13/14 PSI		
1	104F/ABP N25 208925 25	CLUTCH, 15-1/2" X 2" EE, 400 *D		
1	104F/ABP N35 50EST	CLAMP-BAND, FLAT, EASYSEAL, SIN		
3	104F/ABP N35 50PLS	CLAMP-SIN, STAINLESS STEEL, PRE-		
3	104F/BEN 476445028	TUBE-RELCTR SLEEVE 1.5"-SPOOL		
2	104F/BRZ 9216H	CLAMP-HOSE, 13/16-1 1/2IN, 1/ *D		
1	104F/DN P206411	GUILLOTIN		
1	104F/DR 10461053	42MT - 12V REMAN STARTER *D		
-1	104F/DR 10461053-CORE	42MT - 12V REMAN STARTER *D		
1	104F/DR 10461053-CORE	42MT - 12V REMAN STARTER *D		
1	104F/FUL 4305294	GASKET *D		
1	104F/PSM 3500075	HEATER *D		
1	104F/SP 127760	BRAKE-CLUTCH BRAKE DISC ASS *D		
12	104K/1163715	STUD		
1	104K/1316645	HOSE		
2	104K/1978418	GASKET		
2	104K/1978419	GASKET		
1	104K/2097309	PLUG		
1	104K/2101746	BELL AS-SUCT		
1	104K/2173673	SEAL-ISOLATI		
14	104K/2173674	FASTENER AS		
1	104K/2233505	SEAL-PRESS I		
1	104K/2242675	SEAL-PRESS I		
2	104K/2256948	SEAL-O-RING		
1	104K/2398140	HOSE-WTR INL		
1	104K/2436717	BEARING-KIT		
1	104K/2822403	TUBE ASSY		
6	104K/2832238	GASKET		

Invoice Number:

## Sold Operations (Cont.)

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
1	104K/2894135	GASKET-TURBO		
6	104K/2920484	BEARING-ROD		
12	104K/3E8017	LOCKNUT		
1	104K/5332152	SEAL GP-CSHA		
1	104K/5P8211	SEAL		
40	104O/15W40	OIL		
1	104S/F4HZ 3K506 C	MOUNTING GASKET-POWER STEERING		
4	104X/05-08968	MOUNT-ENG		
2	104X/05-09057SPL	WASHER,SNUBBING		
2	104X/05-09121SPL	WASHER,SNUBBING		
1	104X/06-01105	NUT-JAM		
4	104X/07-03286POLY	BSHG-POLY		
1	104X/12575	MAY-32		
6	104X/16704	GREEN-BULK		
1	104X/23401-7	2/O 3/8 STUD		
1	104X/23634	HEAT SHRINK		
2	104X/23847	TERM		
4	104X/44039	3/8X3/4 BOLT		
1	104X/44084	1/2X3 BOLT		
2	104X/44092	BOLT		
4	104X/44122	5/8X4 BOLT		
2	104X/44140	3/4X4-1-2		
1	104X/592502	DISC		
2	104X/66129	3/8 LOCK NUT		
2	104X/66131	1/2 LOCKNUT		
4	104X/66133	5/8-11 LOCK NUT		
2	104X/66134	3/4 NUT		
2	104X/7486	DISC		
4	104X/80414	3-8 WSHR		
4	104X/80416	1/2 WSHR		
4	104X/80418	5/8 WSH		
1	104X/FF5319	FILTER		
1	104X/HWC02552	JAM NUT		
2	104X/JX0516401	FRONT ENGINE MOUNT		
1	104X/JX22338	ROD END		
1	104X/JX25795	ROD END		
1	104X/LF691A	FILTER		
12	104X/M705	BK-CLEAN		
1	104X/PBB16-PB-DS	11OZ PENTRATE		
1	FRT	FREIGHT		

Job #1 Subtotals



Invoice Number: [REDACTED]

**Sold Operations (Cont.)****JOB #2 28**

COMPLAINT

REPAIR FOR ABS LIGHT ON AND WHEEL SPIN LIGHT ON

CAUSE

CORRECTION

HOOKED UP THE LAPTOP TO THE TRUCK AND CHECKED ABS FAULT CODES. HAVE ONE CODE FOR J1922-J1939 COMMUNICATION TIMEOUT OR NO ENGINE COMMUNICATION. FOUND RIGHT AWAY THE ABS MODULE NEEDED TO BE SELF CONFIGURED. AFTER DOING THE SELF CONFIGURE THE ABS LIGHT WENT OUT BUT THE WHEEL SPIN CONTROL LIGHT STAYED ON. CHECKED THE CONFIGURATION AGAIN, VERIFIED THE SYSTEM DID HAVE A TRACTION CONTROL VALVE WHICH IT DOES. RAN THE ATC VALVE TEST AND IT PERFORMED THE TEST PROPERLY AND THE LIGHT WENT OUT AND THEN CAME BACK ON. CHECKED CODES AGAIN, STILL JUST THE COMMUNICATION CODE. CHECKED THE TROUBLESHOOTING FOR THE CODE AND IT WAS JUST CHECKING THE J-1939 +/- LINES FOR VOLTAGE. TESTED THE DIAG PLUG AND BOTH LINES WE ROUGHLY 2.5V WITHIN SPEC. REMOVED THE DASH PANELS AND DISCONNECTED CONNECTOR A AND TESTED PINS 1 AND 3 WITH THE SAME RESULTS. LOOKED UP THE OHM SPEC FOR THE ATC VALVE AND IT WAS 9-15. TESTED OUT AT 16.6 OHMS. LOCATED THE VALVE AND DISCONNECTED IT. JUMPED THE TWO PINS AND RE MEASURED AT THE ECU. ENTIRE WIRING CIRCUIT TESTED AT .7 OHMS. THE EXTRA RESISTANCE IS FROM THE VALVE BUT IT IS NOT CODING SO I DONT BELEIVE ITS AN ISSUE. HOOKED CAT ET TO THE TRUCK AND REVIEWED THE PARAMETERS. CHANGED THE ENGINE BRAKE PARAMETER SO THE JAKES COME ON DURING COASTING INSTEAD OF JUST DURING BRAKING. TRIED LOOKING FOR PARAMETERS THAT MAY NEED TO BE CHANGED FOR THE CAT SIDE FOR THE ABS ECU BUT DID NOT FIND ANYTHING. REINSTALLED DASH PANELS. THERE SEEMS TO BE A CONFIGURATION ISSUE WITH THE ENGINE AND BRAKE ECU. CONNECTED TO UNIT ABS BUT CANNOT COMMUNICATE WITH BENDIX MODUAL. REMOVED MIDDLE DASH PANEL AND 18 PIN PLUG FROM ABS MODUAL. FOLLOWED WIRING SCHEMATIC TO PINS 8,9,10 AND FOUND BATTEY VOLTAGE ONLY. VERIFIED ALL FUSES ARE GOOD. TRIED TO TRACE KEY POWER WIRE THROUGH DASH BUT WOULD NEED TO DISMANTLE DASH. RAN KEYED VOLTAGE TO 18 PIN CONNECTOR AND NOW CAN CONNECT TO ABS MODUAL. RAN COMPONENT TEST AND FOUND ALL MODULATING VALVES WORKING. VERIFIED NO CODES. VERIFIED ABS LIGHT IS OUT WITH ROAD TEST. REASSEMBLED DASH.

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 28	ABS SYSTEM REPAIR		
1	COMP	COMPUTER DIAGNOSTIC		

**JOB #3 11**

COMPLAINT

DOT INSPECTION

CAUSE

CORRECTION

COMPLETED D.O.T INSPECTION.

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
1	104X/FED	STICKER		
	LABOR 11	DOT INSPECTION		
Job #3 Subtotals				

**JOB #4 43**

COMPLAINT

REPAIR FOR MARKER LIGHTS INOP

CAUSE

CORRECTION

IN-OP LIGHTS WERE ON LEFT SIDE OF BUMPER. TRACED WIRING AND FOUND TWO BROKEN WIRES. REPAIRED WITH HEAT SHRINK BUTT CONNECTOR AND VERIFIED LIGHTS WORKED.

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 43	LIGHTS		
Job #4 Subtotals				

**JOB #5 QC**

COMPLAINT

QTCC QUALITY CONTROL CHECK WAS PERFORMED ON THIS VEHICLE

CAUSE

CORRECTION

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	C	QTCC QUALITY CONTROL CHECK WAS PERFORMED O		
Job #5 Subtotals				

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**X**

SIGNATURE OF PERSON RESPONSIBLE OR AGENT FOR PERSON RESPONSIBLE FOR PAYMENT.

**IMPORTANT:** If service has been performed on wheel nuts or axle u-bolts, customer is responsible for retorquing to specs 25 to 100 miles after the service work

	ESTIMATED	BILLED
LABOR		
PARTS		
MISC		
SUBLET		
PREPAY		
SUBTOTAL		
SHOP SUPPLIES		
TAX		
TOTAL		\$17,889.18

Please Remit Payment to:  
Quality Truck Care Center, Inc.  
5725 Green Valley Rd  
Oshkosh, WI 54904