

YEAR: 2016
MAKE/MODEL: MACK CXU613 -
VIN: 1M1AW09YXGM053271
ENGINE: 12.7L L6 DIESEL

TRANS/DRIVE: NO DATA/NO DAT,
LICENSE/STATE:
MILES IN/MILES 671148/671148
Fleet Number 24

In: 1/18/2023 Out: 1/18/2023 Email:

VEHICLE ISSUE #1: CHECK WINDOW FOR NOT ROLLING DOWN

PART: 82278971 WINDOW SWITCH

LABOR: REPLACED WINDOW SWITCH

VEHICLE ISSUE #2: GREASE CLUTCH

TECH REPORT: FOUND THROW OUT BEARING BAD HOSE CUT

VEHICLE ISSUE #3: ADJUST CLUTCH

TECH REPORT: REMOVED INSPECTION PLATE TO ACCESS CLUTCH FOUND GREASE HOSE HAD BEEN CUT ALSO FOUND PIECES OF THROW OUT BEARING IN BELLHOUSING. ADVISE TO REPLACE CLUTCH. NOTIFIED CUSTOMER WAS INFORMED THEY WILL PICKUP THE TRUCK.

LABOR: ADJUST CLUTCH

Labor/Jobs	
Parts	
Sublet	
Total Fees	
Subtotal	
Tax @ 8.38%	
Total	
Payments	
Balance	\$328.49

YEAR: 2016
MAKE/MODEL: MACK CXU613 -
VIN: 1M1AW09YXGM053271
ENGINE: 12.7L L6 DIESEL

TRANS/DRIVE: NO DATA/NO DAT,
LICENSE/STATE:
MILES IN/MILES 671148/671148
Fleet Number 24

In: 1/18/2023 Out: 1/19/2023 Email:

VEHICLE ISSUE #1: CHECK WINDOW FOR NOT ROLLING DOWN

PART: 82278971 WINDOW SWITCH
PART: DRIVERS WINDOW CONTROL
SIDE WINDOW CONTROL
LABOR: REPLACED WINDOW SWITCH
PEDERSON

Total for "CHECK WINDOW FOR NOT ROLLING DOWN ":

VEHICLE ISSUE #2: GREASE CLUTCH

TECH REPORT: FOUND THROW OUT BEARING GREASE HOSE CUT

VEHICLE ISSUE #3: ADJUST CLUTCH

TECH REPORT: REMOVED INSPECTION PLATE TO ACCESS CLUTCH FOUND GREASE HOSE HAD BEEN CUT ALSO FOUND PIECES OF THROW OUT BEARING IN BELLHOUSING. ADVISE TO REPLACE CLUTCH.

PART: FUL/A7857 GREASE HOSE KIT
PART: 108925-20AM CLUTCH KIT
PART: BK313 CLUTCH BRAKE
PART: PILOT PILOT BEARING
PART: 110_4305294 SHIFT TOWER GASKET
LABOR: ADJUST CLUTCH
LABOR: R&R CLUTCH KIT
SUBLET RESURFACE FLYWHEEL

Labor/Jobs	
Parts	
Sublet	
Total Fees	
Subtotal	
Tax @ 8.38%	
Total	
Payments	
Balance	\$4,868.03

SERVICE INVOICE: RA126004360:01

REFERENCE: 16717429

24

DATE ARRIVED		DATE INVOICE	SALES TYPE	ADVISOR	TERMS	CUSTOMER PO#	
2/15/2023		2/22/2023				13	
YEAR	MAKE	MODEL	VIN	ENGINE HOURS	IN SERVICE	Component Serial #	ODOMETER
2016	MACK	600	1M1AW09YXGM053271	18,878	2/27/2015		621771

Sold Operations

JOB #1 100

SERVICE - GENERAL REPAIR

COMPLAINT
CAUSE
CORRECTION

ADVISE ON OIL LEAKS -

THE OIL PAN ITSELF LOOKS TO BE WHAT IS LEAKING FROM UNDER THE TRUCK. NOTICED THAT THE PLUG ON THE LEFT SIDE OF THE OIL PAN IS LEAKING THE SEAL WENT BAD. WILL NEED A NEW INNER AND OUTER SEAL. ALSO NOTICED THAT THE FILL TUBE IS LEAKING OUT OF THE RIGHT SIDE OF THE OIL PAN AND WILL NEED THE INNER AND OUTER SEAL AS WELL. WAS INSTRUCTED BY THE SHOP FOREMAN TO REPLACE THE OIL PAN SENSOR AND THE GASKET. WILL PUT IN ASIST FOR THE PARTS. THE LAST OIL CHANGE WAS AT 551,175 MILES THE TRUCK NOW HAS 621,771. I CAN SAVE THE OIL BUT WOULD RECOMMEND DOING AN OIL CHANGE AS WELL. THE DAVCO FUEL FILTER IS ALSO FULL AND WILL NEED TO BE REPLACED ALSO HAS ALGAE AND WILL NEED ALGAE KILLER IN THE FUEL SYSTEM TO CLEAR THE ALGAE UP. REMOVED THE DRAIN PLUG AND LET OIL DRAIN OUT. WHILE OIL WAS DRAINING I REMOVED ALL THREE OIL FILTERS. ONCE FILTERS WERE REMOVED I THEN PUT DRAIN PLUG BACK IN THE BOTTOM OF THE OIL PAN. DRAINED ALL FUEL FROM BOTH FUEL FILTERS. REMOVED DAVCO FILTER AND REMOVED THE FILTERS OFF OF THE TRUCK. TOOK OIL CART TO THE DRAIN TANK AND DRAINED THE CART. ONCE CART WAS DRAINED I THEN PROCEEDED IN REMOVING THE DIPSTICK TUBE AND THE OIL FILL TUBE. WHILE TRYING TO REMOVE THE OIL FILL TUBE BOTH BOLTS STRIPPED OUT. WILL HAVE TO TAKE IT OFF WITH THE OIL PAN AND REMOVE IT FROM THE PAN ON THE OUTSIDE OF THE TRUCK. WILL PUT IN ASIST FOR THE PART. REMOVED THE OIL FILL TUBE OFF OF OIL PAN AND NOTICED THAT IT IS THE INSIDE ATTACHMENT THAT I NEED. HAD TO ORDER THE PART. REMOVED THE OIL PAN SENSOR AND REPLACED WITH NEW AND TORQUED BOLTS TO SPEC. REMOVED THE THE PLUG ON THE LEFT SIDE OF THE PAN AND REPLACED THE O-RING INSIDE OF IT. REINSTALLED AND TORQUED NUT TO SPEC. REMOVED ALL SILICONE FROM THE OIL PAN AND BUFFED THE SURFACE OFF ALL DEBRIS AND ENSURED IT WAS SMOOTH. WENT UNDER THE TRUCK AND SCRAPPED OFF ALL OF THE SILICONE AND BUFFED THE SURFACE ON THAT AS WELL TO ENSURE IT WAS SMOOTH AND FREE OF ALL DEBRIS. WENT TO INSTALL THE GASKET ON THE OIL PAN AND NOTICED THAT WHILE BUFFING I GOT SOME SHAVINGS INSIDE OF THE OIL PAN WILL HAVE TO POWER WASH THE PAN OUT BEFORE INSTALLING. BROUGHT OIL PAN TO WASH PAY AND POWER WASHED IT OUT. ONCE IT WAS CLEAN I THEN SPRAYED BRAKE CLEAN INSIDE OF IT TO DRY UP THE REST OF THE WATER. I THEN GRABBED A 1 GAL JUG OF 15/40 TO COAT THE INSIDE OF THE OIL PAN SO IT WOULD NOT RUST. ONCE COATED I THEN INSTALLED OIL PAN GASKET ONTO THE PAN. PUT SILICONE ON THE CRACKS FOR A PROPER SEAL UNDER THE TRUCK AND REINSTALLED THE OIL PAN.

Sold Operations (Cont.)

QTY	ITEM	DESCRIPTION
1	126M/20579690	SEALING RING
1	126M/20883068	PIPE
1	126M/20972295	FUEL FILTER
1	126M/21293367	SEALING STRIP
1	126M/21496277	RETAINER
1	126M/21707135	OIL FILTER
1	126M/21737481	FUEL FILTER INSERT
1	126M/21780376	SEALING RING
1	126M/22645240	SEALING RING
1	126M/23285701	OIL LEVEL SENSOR
2	126M/23658111	OIL FILTER
1	126M/24016949	SEALANT
2	126M/984735	FLANGE SCREW
11	126M/9853-M15W40JUG	MACK ENGINE OIL EOS-4.5 l
2	126M/994848	WASHER
1	126X/00119	BIOCIDE
	LABOR ASSIST	ADVISE ON OIL LEAKS

\$2,202.52

JOB #2 100

SERVICE - GENERAL REPAIR

COMPLAINT

ADVISE ON AFTERTREATMENT FAULTS -

CAUSE

CORRECTION

PULLED THE STORY TO SEE WHAT WAS DONE BEFORE PERTAINING TO THESE FAULTS THE FIRST TIME. SAW THAT WE REPLACED THE AHI MODULE AND THE 7TH INJECTOR. DID A AHI MODULE TEST TO SEE IF ANYTHING WOULD FAIL. AIR PRESSURE AND LOW PRESSURE DID. THE AIR PRESSURE FAILED DO TO THE PURGE AIR VALVE NOT OPENING PROPERLY, TOO LOW AIR SUPPLY PRESSURE OR THE AHI DOSING NOZZLE NOT CONNECTED. THE LOW PRESSURE FAILED DO TO THE PURGE AIR VALVE NOT CLOSING PROPERLY, AHI DOSING NOZZLE RESTRICTIONS OR DOSING CONTROL VALVE NOT OPENING PROPERLY. WENT TO THE AIR PRESSURE REGULATOR VALVE AND PULLED THE BOTTOM LINE OFF, TO SEE IF ANY AIR WAS COMING OUT OF THE VALVE AND IT WAS. THE AIR WAS COMING OUT AND FAST BURSTS AND NOT A STEADY FLOW. INFORMED THE SHOP FOREMAN OF THESE FINDINGS. HE CAME OUT AND INSTRUCTED ME TO DO IT AGAIN SO HE COULD SEE AND HEAR AS WELL. PULLED THE AIR LINE BACK OFF AND IT DID THE SAME THING. AFTER ABOUT ONE MINUTE AND CLEARED UP AND WENT TO STEADY AIR. INSPECTED THE AIR FITTINGS NOTHING WAS IN IT. BUT THE AIRLINE BECAME FREE. WILL NEED TO REPLACE THAT AIR PRESSURE REGULATOR VALVE AND THE AHI MODULE. WILL PUT IN ASIST FOR PARTS. DISCONNECTED THE AIR PRESSURE REGULATOR VALVE AND REMOVED FROM THE TRUCK. INSTALLED WITH NEW AND CONNECTED LINES BACK AND TORQUED BOLTS TO SPEC.

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 100	TEST DRIVE FOR ACTIVE FAULTS		
3	126M/1000-ABT14BLK100	TUBE		
2	126M/20852762	SEALING RING		
1	126M/21243502	PRESSURE REGULATOR		
1	126M/23185531	MODULE		
-1	126M/23185531-CORE	MODULE		
1	126M/23185531-CORE	MODULE		
1	126M/8116-91200	A/B UNION 1/4 PUSH IN		
2	126M/8397711	FITTING		
	LABOR ASSIST	ADVISE ON AFTERTREATMENT FAULTS		

\$1,836.70

Sold Operations (Cont.)

JOB #3 100

SERVICE - GENERAL REPAIR

COMPLAINT

ADVISE ON COOLANT LEAK

CAUSE

CORRECTION

PRESSURED UP THE COOLANT TANK AND CHECKED FOR LEAKS. THE HEATER HOSES WERE LEAKING TIGHTEN THE CLAMPS AND THEY STOPPED LEAKING. THE COOLANT FILTER IS LEAKING OUT OF THE SEAL AND WILL NEED TO BE REPLACED. THE BOTTOM RADIATOR HOSE IS LEAKING AS WELL AND WILL NEED A NEW HOSE AND CLAMPS. WILL PUT IN ASIST FOR PARTS. EXTRACTED ALL COOLANT FROM THE TRUCK AND DRAINED AN OIL CART SO I CAN DRAIN THE OIL. REMOVED THE COOLANT FILTER AND REPLACED WITH NEW. LOOSENED THE BOTTOM RADIATOR HOSE AND REMOVED THE HOSE. INSTALLED NEW HOSE WITH HOSE CLAMPS AND TORQUED TO SPEC. HOOKED TRUCK UP TO THE COOLANT MACHINE AND REINSTALLED THE COOLANT. NO LEAKS PRESENT AT THIS TIME.

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 100	GENERAL REPAIR		
1	126M 21937331	COOLANT FILTER		
1	126M 22891492	COOLING HOSE		
2	126M 4771-AFC13100F	ANTIFREEZE - NITRATE FREE		
3	126V 21922388	HOSE CLAMP		

Sold Operations Totals

	ESTIMATED	BILLED
LABOR		
PARTS		
MISC		
SUBLET		
Prepay		
SUBTOTAL		
SHOP SUPPLIES		
MISC SUPPLIES		
TAX		
TOTAL		\$4,947.50