

REPRINT

INVOICE NO
J4-336

BILL TO

OWNER

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*** CASH ***

DATE	CUSTOMER ORDER NO.	DATE IN SERVICE	ENGINE MODEL	PUMP NO.	EQUIPMENT MAKE
06-APR-2018		31-JAN-2015	ISX15 CM2350 X101		PETERBILT
CUSTOMER NO.	SHIP VIA	FAIL DATE	ENGINE SERIAL NO.	CPL NO.	EQUIPMENT MODEL
		07-FEB-2018	79793649		579
REF. NO.	SALESPERSON	PARTS DISP.	MILEAGE/HOURS	PUMP CODE	UNIT NO.
101382	BM164		343873		1078

QUANTITY ORDERED	BACK ORDERED	QUANTITY SHIPPED	PART NUMBER	DESCRIPTION	PRODUCT CODE	UNIT PRICE	AMOUNT
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OSN/MSN/VIN 1XPBD49X8FD290525

COMPLAINT UNIT DIED ON ROUTE, FOUND COPPER IN OIL
CAUSE FUEL PUMP

CORRECTION COMPLETED JSA. TOWED UNIT INTO SHOP, RECONNECTED DRIVELINE. WENT TO START UNIT AND WOULD NOT CRANK, CHECKED BATTERY VOLTAGE AND HAD 12.5 VOLTS AT BATTERIES AND STARTER, TRIED CRANKING UNIT AND VOLTAGE DISAPPEARED FROM STARTER, CLEANED CONNECTIONS ON STARTER, REMOVED CABLES FROM BATTERIES, FOUND POSITIVE CABLES GREEN WITH CORROSION, HAD TO CUT THE LAST BATTERY NUT OFF, THREADS ON BATTERY GALDED UP. CLEANED ALL THE CONNECTIONS AND HOOKED BATTERIES BACK UP, RAN UNIT, ONLY RUNNING ON 3 CYLINDERS, T-SHOOT FAULTS FOR INJECTOR DRIVERS, CHECKED FOR SHORT ON INJECTOR SOLENOIDS, REMOVED AIR CLEANER, EGR TUBE, VALVE COVER, FOUND CAM FAILED ON NUMBER 1 EXHAUST ROCKER, NO DAMAGE OR SHORTING FOUND ON INJECTOR SOLENOIDS, REMOVED OIL FILTER AND CUT OPEN, ITS FULL OF METAL. MOVE P/S PUMP AND RES FOR ACCESS. PULLED PUMP HEAD AND FOUND FAILED TAPPETS AND PUMP CAM. PUT UNIT ON STANDS. FOUND LOTS OF BIG PIECES OF METAL IN PAN. DROPPED #4 MAIN...IT WAS SPUN, BLOCK AND CRANK DAMAGE WITH METAL IN ALL BEARINGS AND BUSINGS. DRAINED COOLANT, REMOVED AND SWUNG A/C. CAGE CLUTCH. INSPECT AIR COMPRESSOR AND TURBO BOTH HAVE METAL DAMAGE FROM FAILURE. PULL ENGINE. GROOM LONG BLOCK, INSTALLED ENGINE.

UPDATED ECM CALIBRATION FROM EF10046.36 TO .41, CHANGED THE INJECTOR TRIM CODES. RUN UNIT, RAN REGEN, CLEANED BAY, RAN DPF RESTRICTION TEST, PASSED TEST, PULLED OUTSIDE, DROVE AROUND BUILDING AND STEAMED OFF. GOT BACK IN AND UNIT WOULD NOT GO INTO GEAR. PUSHED AROUND TO SHOP. TRIED DISCONNECTING BATTERIES TO RESET TRANS COMPUTER...NO LUCK. CALLED INLAND AND TALKED WITH A SERVICE TECH ON POTENTIAL ISSUES. HAD ME TRY TO READ FAULTS. GOT A 27 AND AN 88. TRACED WIRES AND CONNECTIONS. FOUND NONE THAT WERE DAMAGED, CORRODED OR LOOSE. DID SELF TESTS AND RESET PROCESSES WITH KEYSWITCH AND FAULTS WENT AWAY BUT UNIT STILL CYCLES BETWEEN

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"F" AND "N" ON DASH DISPLAY GEAR SELECTOR AND "SERVICE" LIGHT ON THE GEAR SELECTOR IS ON. DISCONNECTED BATTERIES AGAIN AND RECAGED CLUTCH, SET SELECTOR BACK TO NEW, AND UNCAGED. CONNECTED BATTERIES AND STARTED UP. STILL SAME ISSUE. INSPECTED CLUTCH. THE INDICATOR IS JUST OFF OF THE NEW MARK. SET UNIT UP FOR DYNO SO THAT I COULD RUN IT AT 1500RPMs TO UNLOCK THE CLUTCH. PERFORMED THE POWER DOWN PER EATON. UNIT HAS A FAULT AND WILL NOT COME OUT OF NEUTRAL. ADVISED. HOOK THE EATON SOFTWARE UP AND WE MOVED THE ACTUATOR OPEN. CLUTCH IS CAGE ONE FULL TURN NOW. REMOVED TRANS AND CLUTCH. RAN TO INLAND TO GET CLUTCH ALIGNMENT TOOL. INSTALLED CLUTCH. INSTALLED TRANS AND BOLTED UP. ATTEMPTED TO CALIBRATE ECA. CALIBRATION WAS NOT SUCCESSFUL. WAS ADVISED THAT UNIT WILL NEED A NEW CLUTCH. REPLACED CLUTCH AND TURNED FLYWHEEL. REMOVED DRIVELINE AND TOOK TO INLAND. DISASSEMBLED ACTUATOR AND CROSS SHAFTS TO R&I CLUTCH BRAKE. HAD TO RE TIME CLUTCH ACTUATOR. INSTALLED AND TORQUED FLYWHEEL. INSTALLED CLUTCH AND TRANS. GOT DRIVELINE FROM INLAND AND INSTALLED. FILLED COOLANT. PETERBILT CALIBRATED CLUTCH. BACKED OUT AND STEAMED OFF. ROAD TESTED. TOPPED OFF COOLANT, PARKED AND LOCKED TRUCK.

**COVERAGE
REMARK**

EXTENDED WARRANTY APPLIED

2/28/18 1PM RYAN ADVISED DAN UNIT IS COMPLETE AND WE WILL SEND CLUTCH TO EATON FOR WARRANTY. WE AGREED TO LEAVE THE JOB OPEN FOR NOW. HE KNOW HE HAS BILL HERE JUST DON'T KNOW TOTAL YET.

2/22/18 8AM RYAN SPOKE TO DAN HE ADVISED THEY WOULD LIKE TO SEND THE CLUTCH TO EATON TO HAVE THEM CHECK IT OUT. HE ASKED US TO PAY THE FREIGHT TO DO THAT.

2/21/18 10:23AM RYAN SPOKE TO DOUG SCHMIT AT PETERBILT, HE IS NOT VERY CONFIDENT BUT WILL TRY TO GET EATON REP INVOLVED.

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1XPBD49X8FD290525

2/21/18 10:10AM RYAN SPOKE TO CHRIS HE OK'D TO SEND THE CARRIER BEARING TO INLAND FOR REPAIR. HE WANTS TO TRY FOR WARRANTY ON THE CLUTCH.

2/21/18 8AM RYAN LEFT MESSAGE FOR WALLEY TO CALL US BACK WANTING TO TALK ABOUT CLUTCH.

2/8/18 10:30AM RYAN LEFT MESSAGE FOR WALLEY FUEL PUMP FAILURE, WE ARE REMOVING ENGINE TO DETERMINE EXTENT OF REPAIR. ZERO DOLLAR EST.

SRO

1 HOUR TO REMOVE, CLEAN AND INSTALL BATTERY CABLES. 500854 2/7/18

GOT BACK IN AND UNIT WOULD NOT GO INTO GEAR. HAD 2 OTHER TECHS TRY WITH NO LUCK. PUSHED OUT OF STEAM BAY AND TRIED DISCONNECTING BATTERIES TO RESET TRANS COMPUTER...NO LUCK. PUSHED AROUND AND BACK INTO BUILDING.
1.0 HRS

CALLED INLAND AND TALKED WITH A SERVICE TECH ON POTENTIAL ISSUES. HAD ME TRY TO READ FAULTS. GOT A 27 AND AN 88.
0.5 HRS

TRACED WIRES AND CONNECTIONS. FOUND NONE THAT WERE DAMAGED, CORRODED OR LOOSE.
0.4 HRS

DID SELF TESTS AND RESET PROCESSES WITH KEYSWITCH AND FAULTS WENT AWAY BUT UNIT STILL CYCLES BETWEEN "F" AND "N" ON DASH DISPLAY GEAR SELECTOR AND "SERVICE" LIGHT ON THE GEAR SELCTOR IS ON.
2.0 HRS

DISCONNECTED BATTERIES AGAIN AND RECAGED CLUTCH, SET SELECTOR BACK TO NEW, AND UNCAGED. CONNECTED BATTERIES AND STARTED UP.

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1XPBD49X8FD290525

STILL SAME ISSUE.
2.0 HRS

-1168- CT 2/20/18
HAD TO REMOVE PASSENGER SEAT, FLOORMAT AND FLOORBOARD, GEAR SELECTOR, AND DISASSEMBLE PART OF DASH TO REMOVE AND DISCONNECT TRANS.
3.0 HRS

ALSO USED EATON DIAGNOSTIC SERVICE TOOL TO HOOK UP TO TRANS AND RUN DIAGNOSTIC TESTS.

1.0 HRS
-1168- CT 2/20/18
REMOVED DRIVELINE.
1.0 HRS

DISASSEMBLED ACTUATOR AND CROSS SHAFTS TO R&I CLUTCH BRAKE. HAD TO RE TIME CLUTCH ACTUATOR.
2.5 HRS

INSTALLED FLOORING AND GEAR SELECTOR.
0.8 HRS

GOT DRIVELINE FROM INLAND AND INSTALLED. FILLED COOLANT.
1.5 HRS

-1168- CT 2/23/18

PETERBILT CALIBRATED CLUTCH AND SAID IT WAS GOOD TO GO.
0.5 HRS

1	1	DR7044RX	BLK, LONG ISX 15 13 B	DRC
1	1	DR6589D	BLK, LONG ISX 15 10 B	CLEAN

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-1		-1	DR6589D	BLK, LONG ISX 15 10 B	DIRTY		
1		1	4359489PX	PUMP,FUEL	DRC		
1		1	2872372D	PUMP, FUEL HD ASSY	CLEAN		
-1		-1	2872372D	PUMP, FUEL ISX/QSX	DIRTY		
1		1	5357368RX	KIT,TURBOCHARGER	DRC		
1		1	3781358D	KIT, TURBOCHARGER	CLEAN		
-1		-1	3781358D	KIT, TURBOCHARGER	DIRTY		
1		1	3688347	GASKET,INTAKE MANIFOLD	CECO		
2		2	3627695	SEAL,O RING	CECO		
2		2	3104230	GASKET,EXH GAS RCN VALVE	CECO		
4		4	3683814	SEAL,O RING	CECO		
1		1	3683607	SEALANT	CECO		
1		1	5414049	GASKET,FUEL PUMP	CECO		
1		1	3685614	GASKET,ACC DRIVE SUPPORT	CECO		
1		1	3678762	SEAL,GROMMET	CECO		
1		1	WF2127	PAC, WF	FLG		
1		1	FF5776	F COMB	FLG		
1		1	4988280	GASKET,HYDRAULIC PUMP	CECO		
4		4	3682710	GASKET,EXHAUST MANIFOLD	CECO		
1		1	3682940	GASKET,EXHAUST MANIFOLD	CECO		
1		1	3685456	SEAL,WATER PUMP	CECO		

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2		2	4934278	WASHER,SEALING	CECO		
8		8	4934279	WASHER,SEALING	CECO		
26		26	3963988	WASHER,SEALING	CECO		
12		12	3963990	WASHER,SEALING	CECO		
8		8	3963991	WASHER,SEALING	CECO		
3		3	3163075	PAINT	CECO		
3		3	CC36077	OAT	FLG		
13		13	VV705290	PREM BLUE 15W-40 BULK	C2-VALVOLINE		
1		1	3691476	ELEMENT,BREATHING	CECO		
1		1	3690864RX	COMPRESSOR,1 CYL AIR	DRC		
1		1	3680441D	COMP, AIR SIGNATURE 600	CLEAN		
-1		-1	3680441D	CPR, AIR SIGNATURE 600	DIRTY		
1		1	4966441	GASKET,EXH OUT CONNECTION	CECO		
1		1	3684338	GASKET,CONNECTION	CECO		
1		1	4059172	SEAL,O RING	CECO		
1		1	3081695	SEAL,O RING	CECO		
1		1	2872277	SENSOR,POSITION	CECO		
1		1	24147-1	CLAMP #20	C2-OTHER		
1		1	122002-35A	CLUTCH	C2-NSPART4		
1		1	FLYWHELL	TURN FLYWHELL	C2-NSREPAIR2		
1		1	REPAIR	NONSTOCK PART \$101-\$500	C2-NSPART3		

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1		1	T/S & CAL	TRANSMISSION CLUTCH	C2-NSREPAIR1		
1		1	FREIGHT	FREIGHT CHRGS SERVICE	C2-FREIGHT		

WARRANTIES APPLIED

DIST WARR IN SHOP
FACTORY IN SHOP

PARTS:
PARTS COVERAGE CREDIT:
TOTAL PARTS:
SURCHARGE TOTAL:
LABOR:
LABOR COVERAGE CREDIT:
TOTAL LABOR:
MISC.:
MISC. COVERAGE CREDIT:
TOTAL MISC.:
SHOP SUPPLIES
HAZ WASTE DISPOSAL
ELECTRONIC TOOLING FEE

CITY
STATE

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SUB TOTAL:

TOTAL TAX:

TOTAL AMOUNT: US \$

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