

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN / OUT	TAG	
	12	FREIGHTLINER CORONAD	1FUJGPDR8CDBR0978		518618/518618	TDOUG	
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
DD			00:00 31AUG18		125.00	CHG	04SEP18
R.O. OPENED	READY	OPTIONS: STK:TS2786 ENG:472903S0106686					
08:38 15JUN18	16:36 04SEP18						

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
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A COURTESY ENTRANCE INSPECTION
 CI COURTESY ENTRANCE INSPECTION
 1153 INTU
 PARTS: 0.00 LABOR: 0.00 OTHER: 0.00 TOTAL LINE A:

B REPAIR FOR DRIVER HAS TO ADD COOLANT
 EA EXPRESS ASSESSMENT
 1796 INTU
 1153 INTU
 18 OWI/AMAB51BULK SHOP 50/50 OAT
 1 DDE/R23539821 DD15 STEPUP OH KIT E10 RS
 CORE CHARGE I
 1 FRT FREIGHT
 1 DDE/RA4600701087S INJ/BOLT 6PK
 CORE CHARGE I
 11 OTC/BC BRAKE CLEANER
 1 DDE/A4721881080 SEAL OIL COOLER
 1 DDE/A4721881580 SEAL
 1 DDE/A4729900317 SCRWPLUG KIT
 1 DDE/A0029974271 FITTING
 1 DDE/A4722002452 COOLANT LINE
 1 DDE/A4722030080 SEAL
 1 105 LUBRIPLT
 1 NAP/765-2615 TRANS LUBE
 1 DDE/RA4730102620 CYL HEAD
 CORE CHARGE I
 2 DDE/A4721870880 SEAL
 4 DDE/A4721870980 SEAL
 1 DDE/A4720140022 O/PAN SEAL
 1 CPS/A4721880180 SEAL
 1 PB/16PB PB BLASTER
 2 DDE/A4722000154 CONN PIPE
 4 DDE/A0219901101 HEX HD BOLT
 1 DDE/A4729970845 O-RING

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1	DDE/A4722030180	SEAL					
1	DDE/A4722030980	SEAL					
1	DDE/A4722030880	SEAL					
1	DDE/A0000701532	HPF LINE KIT					
2	DDE/N000000001071	SEAL RING					
6	DDE/N000000001069	SEAL RING (20MM O.D. X 14MM I.D.)					
1	BRZ/9236H	CLAMP 1 - 13/16 - 2 3/4					
1	DDE/A4730960280	METAL SEAL					
1	03-36867-010	ELEMENT-FILTER.AIR. 8X25. 24U					
48	SLO/500010048	ROTELLATTRIP15W40CJ4 - BULK					
1	OTC/BC	BRAKE CLEANER					
-1	DDE/R23539821	CORE RETURN					
-1	DDE/RA4600701087S	CORE RETURN					
-1	DDE/RA4730102620	CORE RETURN					

PARTS: 0.00 LABOR: 0.00 OTHER: 0.00 TOTAL LINE B:

1 1796/18452 BROUGHT UNIT INTO SHOP AND CHECKED OVER, HOOKED UP TO LAPTOP AND CHECKED CODES HAD CODES FOR LOW COOLANT, TOPED OFF WITH COOLANT, FOUND COOLANT ALL OVER FRONT OF UNIT STEAMED OFF AND RUN UNIT TO CHECK FOR LEAKS, WERE NONE, CHECKED FUEL TANKS AND DIDN'T SEE ANY COOLANT IN TANKS, DRAINED WATER SEPARATOR AND DID NOT FIND ANY COOLANT IN FUEL SYSTEM, RUN UNIT WITH PRESSURE GAUGE ON IT AND WOULD NOT BUILD PRESSURE, COULD PUMP IT UP AND IT WOULD HOLD FOR A FEW AND THEN START TO DROP, CHECKED OIL AND FOUND OIL WAS OVER FULL, REMOVED AIR CLEANER, AND ALL BRACKETS TO GET TO VALVE COVER, REMOVED VALVE COVER AND FOUND THE VALVE COVER AND ROCKERS WAS COVERED WITH MILKY OIL, DRAINED OIL AND WHEN OIL WAS DRAINING I COULD SEE COOLANT IN THE OIL, REMOVED OIL PAN AND OIL PUMP, PUMPED UP COOLING SYSTEM AND TURNED ENGINE SO I COULD SEE AROUND LINERS AND FOUND # 3 LINER WAS LEAKING BETWEEN BLOCK AND LINER, PUT IN PARTS REQ FOR STEP 1 OVERHAUL INJECTORS, OIL COOLER, AND ALL I THOUGHT I WOULD NEED HELPED PARTS WITH LOOKING SOME OF THIS UP, 1796/18452 DRAINED COOLANT, REMOVED ALL HARDWARE TO GET TO CAM FRAME, TIMED AND PINED ENGINE, REMOVED CAM FRAME ASSEMBLY, REMOVED REMANDING HARDWARE LINES AND CONNECTORS TO GET TO THE HEAD, REMOVED ALL BOLTS AND

DESCRIPTION	TOTALS
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REMOVED HEAD. LOOKED OVER AND #3 LINER IS SCORED AND #5 IS A LITTLE SCORED TOO. REMOVED #3 PISTON AND LINER, LINER IS CRACKED 1153 CLEANED OFF DECK AND CHECKED LINER HEIGHTS. ALL WERE OK. REMOVED THE OTHER 5 PISTONS AND THEN LINERS. CLEANED UP BLOCK UNPACKED OVERHAUL BOX. REMOVED THE OIL MODULE AND THEN THE COOLER FROM THE MODULE. INSTALLED NEW ONE. INSTALLED RACE TRACK AND PLUG KIT AS WELL. FOUND COOLANT FILTER IS PLUGGED UP HAD HARD TIME GETTING IT OUT. CLEANED IT UP AND REPLACED THE FILTER WITH A NEW ONE. INSTALLED NEW OIL FILTER. INSTALLED NEW FITTINGS FOR THE COOLANT LINE FROM THE OIL MOD TO THE FUEL MOD THEY WERE ATE UP FROM CAVITATION. INSTALLED NEW GSK ON MODULE AND PUT IT BACK ON BLOCK. REPLACED THE COOLANT LINE FROM OIL MOD TO THE FUEL MOD. INSTALLED NEW GSK ON THERMOSTAT. replaced all main bearings and tightened to spec. assembled all the pistons on the new rods. installed all the seals on the liners and installed the liners in the block. installed all the piston and rod assy. tightened all to spec. installed new o-rings on the oil pump tubes. installed oil pump and new suction manifold. CLEANED OIL PAN AND INSTALLED IT WITH NEW GSK. REMOVED BROKEN TURBO MOUNT BOLTS FROM EXHAUST MANIFOLD. REMOVED EGR VALVE AND INSTALLED NEW ONE WITH NEW GSK ONTO EXHAUST MANIFOLD. REMOVED RODS FROM OLD PISTONS AND BOXED THE PISTONS AND RODS UP FOR CORES BOXED UP EGR COOLER AND EGR VALVE. WAITING ON HEAD. UNBOXED NEW HEAD AND PUT OLD HEAD IN BOX FOR CORE. I REMOVED ALL THE INJECTORS AND FRONT LIFT BRACKET AND THE TWO REARS THEN REMOVED THE GEAR FROM THE REAR OF THE OLD HEAD AND CLEANED AND INSTALLED IN NEW HEAD. INSTALLED INTAKE AND WATER MANIFOLD AND EGR COOLER. INSTALLED HAD WITH NEW GSK. TIGHTENED ALL BOLTS TO SPEC. CHECKED AND HAD NO GEAR BACK LASH. SO REMOVED COVER AND ADJUSTED NUMBER 3 IDLER TO GET .07 BACK LASH. THEN CLEANED AND INSTALLED THE CAM FRAME AND CANT GET THE TIMING MARKS RIGHT ON THE CAM GEARS THEY ARE OFF HALF A TOOTH HAD TONY HELP AND CHECKED THE PISTON TO MAKE SURE IT WAS AT TDC WHEN THE MARK CAME UP AND IT WAS. MOVED CAMS AROUND AND TRIED IT AGAIN AND STILL CANT GET THEM TO MEET THE MARKS OFF 1/2 A TOOTH. SO DECIDED TO TRY IT. SO PUT EVERYTHING TOGETHER AND RAN OVERHEAD. INSTALLED NEW INJECTORS AND AIR FILTER. FILLED WITH FLUIDS. PUT ABOUT 6 GALLONS THREW THE PRELUBER OF OIL. THEN PRIMED FUEL SYSTEM							

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AND TRIED TO START AND IT SET A CODE FOR NOT BEING IN TIME.636/2.
TALKED WITH TONY AND HE SAID TO PULL IT BACK DOWN. SO REMOVED THE UPPER
END ONLY THING I LEFT IN WAS THE INTAKE CAM. I REMOVED THE COVER FOR
NUMBER 3 IDLER AGAIN AND LOOSEMED OFF THE BOLTS AND MOVED THE GEAR AND
I CAN GET THE CAM IN TIME BUT I HAVE NO LASH SO WE CALLED SHAWN AND I
SENT IN A REQUEST TO DETROIT NEITHER HELPED SO I MOVED THE CAM MARK TO
THE OTHER SIDE OF THE TIMING TOOL MARK AND PUT EVERYTHING BACK TOGETHER
SET BACKLASH TO .007 AGAIN AND STARTED TRUCK AND NO CODES SO PUT THE
WHEELS AND TIRES BACK ON AND HOOKED UP THE HOOD STRUTS AND STRAPS.
STEAMED OFF ENGINE AND TEST DROVE 40 MILES ALL OK AT THIS TIME. CHECKED
FOR LEAKS AND FLUID LEVELS.

C PERFORM DRY PM WITH FUEL FILTERS
00 MAINTENANCE

1153 INTU					(N/C)
PARTS: 0.00	LABOR: 0.00	OTHER: 0.00	TOTAL LINE C:		0.00

HERE 8/23/18