

New Engine Replaced at Kenworth Sales in Salt Lake
at 336,844 miles

NOT POSTED TO FLEET
UPDATED: 02/17/22 07:42 am PST



PAPÉ KENWORTH

Pape Kenworth - Sparks

8640 Canyon River Ct Sparks, Nevada 89434
Phone: (775) 353-2829



Case Number: 10129211 - Repair Order Number: 16882

Purchase Order Number: n/a

Service Writer: Parrent, Brandon - Case Date: 01/26/22 03:14 pm PST

Warranty Mx Engine, Sparks (Nv)	Unit #: LJ417854
Address: SPARKS, NV	Asset: 2020 Kenworth T680 Miles 336,844
Phone:	Serial #: LJ417854 Warranty Start: 11/22/2019
Fax:	VIN: 1XKYAP9X7LJ417854 In Service: 2 Years 2 Months
Cust #: 91617409	Engine: MX-13
	Engine Hours: 0



LJ417854

Complaint:

engine was replaced 3 weeks ago. customer no having a coolant issue. losing coolant internally and possible combustion in cooling system and coolant in egr valve

Operation	Operation	Labor	Parts	Core Charge	Total
1	ENGINE SYSTEMS Parts: (-1.0) SENSOR,TEMPERAT, (-1.0) SENSOR-EXHAUST, (1.0) BOLT-FLANGE M8X, (1.0) BRACKET-FRONT P, (1.0) COOLANT PIPE, M, (1.0) CYLINDER HEAD,, (1.0) CYLINDER HEAD,, (1.0) DOC (INLET MODU, (1.0) EGR CONTROL VAL, (1.0) EGR COOLER, MX-, (1.0) EGR COOLER, MX-, (1.0) FILTER, DSL PRT, (1.0) FILTER, DSL PRT, (1.0) GASKET SET, CYL, (1.0) GASKET,EXHAUST, (1.0) GASKET- TURBOCH, (1.0) GASKET- TURBOCH, (1.0) GASKET-AFM DEVI, (1.0) GASKET-COOLANT, (1.0) GASKET-CYLINDER, (1.0) GASKET-EGR, (1.0) GASKET-EXHAUST,, (1.0) PACCAR OIL ELEM, (1.0) PACCAR OIL ELEM, (1.0) PAINT-ENGINE HI, (1.0) PLUG, (1.0) RING-USIT 11.4X, (1.0) SENSOR,TEMPERAT, (1.0) SENSOR-EXHAUST, (1.0) SENSOR-TURBO PR, (1.0) USIT RING, M12, (1.0) WIRING HARNESS,, (100.0) TIE-CABLE 50LB, (12.0) \$ COOLANT-TRP E, (12.0) OIL, (18.0) FLANGE BOLT - M, (2.0) GASKET, (2.0) PIPE-FUEL INJEC, (2.0) PIPE-FUEL INJEC, (2.0) PLUG, W/ SEAL, (26.0) Bolt, Cylinder, (4.0) BOLT-FLANGE TUR, (4.0) O-RING, 7.4X2, (4.0) PIPE-FUEL INJEC, (6.0) BOLT-FLANGE M8X, (7.0) BOLT-FLANGE M12 MISC: 0074SHIPPING & HANDL	\$7,755.00	\$29,613.67	\$0.00	\$37,368.67
	Complaint: engine was replaced 3 weeks ago. customer no having a coolant issue. losing coolant internally and possible combustion in cooling system and coolant in egr valve				
	Cause: TCS CASE NUMBER 04861815 PFPN 2188417PE				
	Correction: pulled truck into shop. first pressurized coolant system and checked for external coolant leaks. found EGR valve leaking and coolant leaks at bottom of coolant reservoir and top coolant hose. pictures uploaded to case. performed dye block test on truck and fluid turned a darker green.				

picture uploaded to case. pulled truck out of shop and began regen to get truck up to temp. once truck was up to operating temp I performed another block test fluid this time turned a yellow color. picture uploaded to case. uploaded DAVIE4 session report to case as well as a fault code print out ADDITIONAL INFO - EGR VALVE SIGNS OF COOLANT CONTAMINATION AND LEAKING OUT OF VALVE ITSELF; ENGINE WAS REPLACED RECENTLY ABOUT 3 MONTHS AGO BY ANOTHER SHOP; OPENED TCS CASE # 04861815 - Called TCS and gave them additional info concerning EGR valve. they told me that it would be 15 to 20 minutes for a reply to my case ASSISTED TECH WITH OPENING TCS CASE got with TCS and was told not to pull the head and was given a few more tests to run as per the combustion and air in coolant diag that they sent me though a link on TCS. read though link and found special tools to perform tests. according to TCS EGR pressure test and injector cup test are to be done and then we need to upload our findings to TCS and go from there for approval for removing head from engine back truck into bay. as per instructions provided by TCS I pulled air box off and removed valve cover and injector harness. disconnected injector fuel lines and pulled injectors so I can perform injector sleeve leak test as per instruction provided by TCS compressor passed and next step was to pull valve cover and do a injector sleeve leak test. pulled air box and intake pipes. removed valve cover and valve train harness. pulled all 6 injectors and pressurized coolant system and found cylinder 5 has coolant leaking into it. update sent to TCS and waiting on response. Checked my TCS case this morning and they needed pictures of the injector sleeve leaking. took pictures of injector sleeve and uploaded to TCS waiting on response. TCS has given permission to pull the head due to leaking injector sleeve 15429- REMOVED ROCKER ARM ASSEMBLIES, LOOSENEED HARNESS AND AC LINES ON DRIVER SIDE, REMOVED UNIT PUMP FUEL LINES, REMOVED PUSH TUBES, LOOSENEED HEAD BOLTS AND REMOVED CYLINDER HEAD, FOUND BOTH SIDES OF EGR COOLER WITH SIGNS OF A LOT OF COOLANT GOING THROUGH AND EXCESSIVE COOLANT GOING INTO THE TURBO AND AT EXHAUST PORTS 5&6 SUSPECT FAILED EGR COOLER, GOT ALL TESTING EQUIPMENT TO PRESSURE TEST EGR COOLER, LOOKED AT HEAD GASKET, CYLINDER HEAD AND BLOCK AND SEE NO OBVIOUS SIGNS OF DAMAGE. CLEANED UP END OF SHIFT Removed CAC pipes and drained coolant. removed EGR valve from engine and removed EGR from engine as well. found coolant in gas side of EGR and found coolant in turbo. removed head from engine block. set up EGR to be pressure tested in the morning. pictures taken of EGR and turbo and of exhaust of cylinder head due to coolant in exhaust. pictures of coolant in exhaust uploaded to case and EGR failed the pressure test updated my TCS case with pictures and notes of what we found waiting on response from them as what to do with the exhaust system 15429- REMOVED DPF STEP COVER AND BRACKET, REMOVED DPF AND DOC, BOTH HAVE BEEN SATURATED WITH COOLANT AND WILL NEED REPLACEMENT ACCORDING TO TCS, FOUND EXHAUST PIPE SUPPORT BRACKET BROKEN AND WIRING HARNESS ON DPF MELTED, GOT P&A ON PARTS prepped and clean engine block deck. waiting on parts 15429- GOT NEW CYLINDER HEAD, REMOVED AND SWAPPED OVER ALL PLUGS AND SENSORS ONTO NEW CYLINDER HEAD, CLEANED BLOCK AND HEAD, INSTALLED NEW HEAD GASKET, INSTALLED AND TORQUED CYLINDER HEAD, INSTALLED ROCKER ARMS AND PERFORMED OVERHEAD ADJUSTMENTS, INSTALLED EXHAUST MANIFOLD, INSTALLED NEW EGR COOLER AND EGR VALVE, INSTALLED INTAKE HORN, INSTALLED INJECTORS, PRIMED FUEL SYSTEM, INSTALLED BOTH VALVE COVERS WITH NEW GASKETS, PAINTED CYLINDER HEAD, INSTALLED UPPER AND LOWER

RADIATOR HOSES THAT WERE REMOVED, INSTALLED CAC PIPING, FILLED ENGINE WITH 44 QTS OF OIL AND NEW FILTERS, REFILLED COOLANT AND TOPPED OFF. STARTED ENGINE AND LET COOLANT THAT WAS STILL STUCK IN THE EXHAUST DRAIN OUT, ONCE THERE WAS MINIMAL COOLANT COMING OUT OF EXHAUST, INSTALLED NEW DPF, AND DOC, INSTALLED NEW WIRING HARNESS, REUSED TEMP SENSOR SINCE NEW ONE WAS WRONG SENSOR, REMOVED BROKEN EXHAUST SUPPORT BRACKET AND INSTALLED NEW ONE, PERFORMED A STATIONARY REGEN, NO FAULT CODES BECAME ACTIVE, ROAD TESTED TRUCK WITH NO ISSUES, RECHECKED AND NO LEAKS AND ALL FLUIDS TOPPED OFF, PARKED TRUCK OUT FRONT

Notes: [1/27/2022 at 09:04 am PST] - Unit was checked in at Pape Kenworth -
 Sparks, arrival time: .
 Repair status set to Checked-in.

Parts: \$29,613.67
Labor: \$7,755.00
MISC: \$88.50
Core: \$0.00
Haz. Waste: \$0.00
Shop: \$312.00
Freight: \$0.00
Tax: \$2,475.30
TOTAL: \$40,244.47

This estimate is subject to teardown and inspection and is valid for 30 days from date above. I, the undersigned, authorize you to perform the repairs and furnish the necessary materials. I understand any costs verbally quoted are an estimate only and not binding. Your employees may operate vehicle for inspecting, testing and delivery at my risk. You will not be responsible for loss or damage to vehicle or articles left in it. AUTHORIZED
 BY: _____ DATE: __/__/__