

CUSTOMER #: 369
UNIT# B1337
IBS - BARNEY TRUCKING
IBS Cust:#569874
235 SO SR24
SALINA, UT 84654
HOME:315-800-2438 CONT:435-529-3701
BUS: 435-529-3701 CELL:

15768SL

INVOICE

PAGE 1

SERVICE ADVISOR: 1948 Kasey Hansen


JACKSON GROUP PETERBILT
- SALINA
385 E. 1620 S.
Salina, Utah 84654
Phone: (435) 562-7383

Jackson Group
PO Box 2208
Decatur, AL 35609-2208
Phone: (800) 332-9140

COLOR	YEAR	MAKE/MODEL		VIN		LICENSE	MILEAGE IN/ OUT		TAG
BLUE	22	PETERBILT 579		1XPBDP9X1ND796374			417049/417049		TB1337
DEL DATE	PROD. DATE	WARR. EXP.	PROMISED		PO NO.	RATE	PAYMENT	INV. DATE	
250CT21 DD			23:00 240CT25		7-0358460	0.00	IBS	240CT25	
R.O. OPENED		READY		OPTIONS: SOLD-STK:ND796374 DLR:P250 ENG:Y258789					
060CT25		240CT25							

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
A			Peterbilt Platinum Courtesy Inspection				
			PPCI Peterbilt Platinum Courtesy Inspection				
		2854	C			0.00	0.00
			SCPN PACCAR SERVICE COUPON				0.00
417049							0.00

C CEL - DERATE- MULTIPLE FAULTS - INJECTOR ISSUES

CAUSE: FAULTY TURBO ACTUATOR

ENG ENGINE REPAIRS - ENG

4003WARMX

(N/C)

2854WARMX

(N/C)

1 2348191PEX ACTUATOR, TURBO, HE400

(N/C)

CORE CHARGE W

(N/C)

417049 TECH 4003-----I HOOKED UP LAPTOP AND FOUND CODE P0046 FOR VTG TURBOCHARGER ACTUATOR, INTERNAL ERROR. I FOLLOWED T/S. STEP 1A = OK. I INSPECTED WIRING AND CONNECTOR TO VGT ACTUATOR. STEP 1B = OK. I HOOKED UP BREAK OUT HARNESS AND CHECKED POWER AND GROUND TO TURBO ACTUATOR = OK. STEP 1C = OK. I CHECKED CAN NETWORK TO TURBO ACTUATOR = OK. STEP 1D = OK. JUMP TO STEP 1F = NOT OK. I PERFORMED TURBO ACTUATOR FUNCTIONALITY TEST WITH DAVIE AND TEST FAILED FOUR TIMES AND WILL NOT COMPLETE. STEP 1G = OK. I REMOVED TURBO ACTUATOR AND CHECKED SECTOR GEAR TRAVEL = OK. REPLACE TURBO ACTUATOR AS PER STEP 1G. I INSTALLED AND CALIBRATED NEW TURBO ACTUATOR. I FILLED AND PRESSURE TESTED COOLING SYSTEM =OK. I PERFORMED POST REPAIR TURBO ACTUATOR FUNCTIONALITY TEST WITH DAVIE = OK. -----OLD TURBO ACTUATOR WAS FAULTY.-----

D** EXHAUST LEAK AT MANIFOLD

CAUSE: MANIFOLD GASKET FAILER

ENG ENGINE REPAIRS

3875WARMX

(N/C)

6 2138143PE GASKET-EXHAUST MANIFOLD

(N/C)

18 2135209PE FLANGE BOLT - M10X55

(N/C)

1 2106210PE GASKET- TURBOCHARGER EXHAUST

(N/C)

4 1895972PE BOLT-FLANGE TURBOCHARGER

(N/C)

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DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

(SIGNED) DEALER, GENERAL MANAGER OR AUTHORIZED PERSON (DATE)

CUSTOMER SIGNATURE

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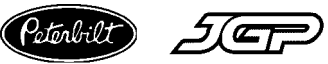
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060CT25		240CT25							

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1	2035973PE		GASKET-EXHAUST,	EGR			(N/C)
1	1917870PE		GASKET,EXHAUST				(N/C)
1	1979190PE		V-CLAMP, 82MM				(N/C)
1	1979191PE		V-CLAMP, D=75.2MM				(N/C)
1	2106218PE		GASKET-COOLANT PIPE				(N/C)
2	1863266PE		PLUG, W/ SEAL				(N/C)
5	2116602PE		O-RING, 7.4X2				(N/C)
2	1898204PE		RING SEAL				(N/C)
1	2345130PE		O-RING 8X1.35				(N/C)

417049 -----3875 REMOVED THE CAC TUBE ON THE TURBO SIDE,
REMOVED THE INTAKE TUBE FOR THE TURBO, REMOVED THE WIRING HARNESS OFF
THE EGR COOLER, REMOVED THE WIRES AND COOLANT LINES OFF OF THE TURBO,
REMOVED THE CAGE OFF OF THE COOLER, REMOVED THE HOLD DOWN STRAPS FOR
THE COOLER, REMOVED THE CLAMP HOLDING THE COOLER TO THE EGR VALVE,
REMOVED THE COOLER, REMOVED THE COOLANT LINES FROM THE EGR VALVE,
REMOVED THE CLAMP, REMOVED THE VALVE, REMOVED THE COOLER OUTLET PIPE,
REMOVED THE TURBO MOUNTING BOLTS, REMOVED THE MANIFOLD MOUNTING BOLTS,
REMOVED THE MANIFOLD, CLEANED OFF THE SEALING SURFACE, ON THE BLOCK,
VALVE AND MANIFOLD, REPLACED THE MANIFOLD GASKETS, REPLACED THE
MOUNTING BOLTS, TORQUED THE MOUNTING BOLTS TO 60 NM, REPLACED THE
COOLER OUTLET TUBE GASKET PUT THE TUBE BACK ON, REPLACED THE TURBO
MOUNTING GASKET, REPLACED THE MOUNTING BOLTS, TORQUED THEM TO 40 NM,
PLUS 60 DEGREES, REPLACED THE SEALS FOR THE COOLER, PUT THE COOLER BACK
ON, PUT THE HOLD DOWN STRAPS BACK ON, REPLACED THE EGR VALVE GASKETS
AND CLAMPS, REPLACED THE O RINGS FOR THE VALVE, REPLACED THE O RINGS
FOR THE TURBO COOLANT LINES, HOOKED UP THE COOLANT LINES PUT THE CAGE
BACK ON, AND PLUGGED IN THE WIRES, TIGHTENED THE HARNESS DOWN AND RE
ZIP TIED THE HARNESS, PUT THE TURBO INTAKE TUBE BACK ON, PUT THE CAC
TUBE BACK ON FILLED THE COOLANT PRESSURE TESTED THE SYSTEM, STARTED THE
TRUCK CHECKED FOR LEAKS, NO LEAKS PRESENT, POWER WASHED MANIFOLD AREA

E** EXHAUST LEAK FOR PIPE
CAUSE: EXHAUST LEAK @ FLEX PIPE
EX EXHAUST

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			4546 WPET				(N/C)
			1 M74-1020-001 EPA/4" X 11.8" OE BELLOW SVC				
			KIT				(N/C)

417049 I STARTED BY LOCATING THE FLEX PIPE AND TRYING TO GET TO THE CLAMPS AND WAS UNABLE. I ENDED UP REMOVING THE FLOOR PLATE FOR THE SHIFTER TO GIVE ME ACCESS TO THE CLAMPS. I THEN REMOVED BOTH CLAMPS AND SLID THE PIPE OUT. I THEN PULLED THE OLD EXHAUST GASKETS OUT. GRABBING THE NEW PIPE I MADE SURE IT WAS THE RIGHT WAY AND HAD GASKETS ON BOTH SIDES AND SLID IT IN PLACE. ONCE IT WAS IN I LOOKED AROUND THE PIPE TO MAKE SURE THE GASKETS WERE FLUSH AND DID NOT TEAR. I THEN INSTALLED THE TWO NEW CLAMPS AND MADE SURE THEY WERE STRAIGHT AND THE LIPS ON BOTH SIDES OF THE PIPE WERE IN THE CLAMP. I THEN TIGHTENED THEM HALF WAY AND CHECKED THE GASKET AGAIN. I TIGHTENED THE CLAMPS ALL THE WAY AND PUT THE FLOOR PLATE BACK TOGETHER.

F** CHARGE AIR COOLER LEAK
 CAUSE: LEAKING CHARGE AIR COOLER
 MISC MISC REPAIRS

3875 WPET	(N/C)
1 PY092001 COOLER-CHARGE AIR	(N/C)
2 730393ATC WASHER-SEALING A/C #8	(N/C)

417049 STARTED THE TRUCK, HEARD SOMETHING LEAKING FROM THE RADIATOR, SPRAYED THE CAC WITH SOAP AND WATER, SAW IT WAS LEAKING OUT OF THE TOP PASSENGER SIDE CORNER OF THE CHARGED AIR COOLER, I PRESSURE TESTED THE CHARGE AIR COOLER. IT LEAKED ALL PRESSURE QUICKLY, SO I RECOVERED THE AC, REMOVED THE AC LINES, REMOVED THE CONDENSER, REMOVED THE SHROUD, REMOVED THE MOUNTING BOLTS AND NUTS FOR THE CAC, REMOVED THE POWER STEERING CONDENSER, REMOVED THE CAC TUBES, HOOKED THE CAC TO THE HOIST, REMOVED THE CAC, PUT THE NEW CAC IN, PUT THE POWER STEERING CONDENSER BACK ON, PUT THE SHROUD BACK ON, PUT THE AC CONDENSER BACK ON, REPLACED THE SEALS FOR THE AC LINES, HOOKED THE LINES UP, PUT THE CAC TUBES BACK ON, TIGHTENED DOWN THE MOUNTING BOLTS, REPLACED ANY CUT ZIP TIES, VACUUMED THE AC, RAN THE LEAK TEST, CHARGED THE AC STARTED THE TRUCK AND CHECKED FOR LEAKS

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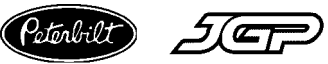
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G** C/S CEL

CAUSE: INEJCTORS

ENG ENGINE REPAIRS

3875WARMX

1 2393815PE FUEL INJECTION PIPE, 1-4, MX-13

1 1961490PE O-RING, 12 X 2

1 2273026PE O-RING

1 2461236PEX INJECTOR, MX-13, EPA21/24 (6
PACK)

CORE CHARGE W

6 1313120PE BOLT-FLANGE M8X55

1 2105834PE GASKET, VALVE COVER, MX-13 EPA17

1 2105835PE GASKET, VALVE TRAIN CASING

1 1923003PE GASKET

(N/C)

(N/C)

(N/C)

(N/C)

(N/C)

(N/C)

(N/C)

(N/C)

(N/C)

(N/C)

417049 3875 HOOKED UP DAVIE 4 TO THE TRUCK, SAW IT HAD INJECTOR
CODES, SO I CHECKED THE HISTORY SAW IT HAD BEEN IN FOR SEVERAL
CLEANINGS SO I OPEN A TCS CASE #07357140, ASKED TO PUT PACK 2 INJECTORS
IN, THEY SAID DO IT, I DISCONNECTED BATTERIES, I DRAINED FUEL SYSTEM, I
REMOVED BUMPER FOR ACCESS, I REMOVED THE AIR CLEANING HOUSING, REMOVED
THE BRACKETS FOR THE HOUSING, REMOVED THE VALVE COVER, UNPLUGGED THE
JAKES AND INJECTORS, REMOVED THE VALVE TRAIN HOUSING, REMOVED THE PASS
THROUGH CONNECTORS, REMOVED THE INJECTOR HOLD DOWN BOLTS, REMOVED THE
INJECTORS, GOT THE NEW INJECTOR, SENT THE PART NUMBER TO TCS SO THEY
COULD PREP THE PROGRAM FOR THE PCI 2, I CLEANED OUT THE INJECTOR BORE
HOLES, I PUT ATF ON THE INJECTOR O RINGS, I REPLACED THE HOLD DOWN
BOLTS, TORQUED THEM DOWN TO TO 30 NM PLUS 90 DEGREES, THEN I TORQUED
THE UNION NUTS TO 27 NM PLUS 30 DEGREES, I REPLACED THE GASKET FOR THE
VALVE TRAIN HOUSING, CLEANED OFF THE SEALING SURFACE, PUT THE HOUSING
BACK ON PLUGGED IN THE WIRES, AND TIGHTENED DOWN THE MOUNTING BOLTS,
PUT THE HEAT SHIELD FOR THE EGR BACK ON, I REPLACED THE VALVE COVER
GASKET, CLEANED OFF THE SEALING SURFACE, PUT THE COVER BACK ON,
TIGHTENED DOWN THE MOUNTING BOLTS, I PUT THE BRACKETS FOR THE AIR
CLEANING HOUSING BACK ON, AND TIGHTENED DOWN THE MOUNTING BOLTS, I PUT
THE HOUSING BACK ON AND TIGHTENED THE MOUNTING BOLTS AND THE TURBO

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INTAKE CLAMP, I RECONNECTED BATTERIES, I PRIMED THE FUEL SYSTEM, I HOOKED UP DAVIE 4 AGAIN, DOWNLOADED THE SOFTWARE OFF OF PVP, I UPDATED THE PCI 2, WHEN THE UPDATE FINISHED, I RAN THE READ AND RESET INJECTOR CALIBRATION, THEN I RAN THE FUEL HEALTH CHECK, AND CLEARED THE FAULT CODES, THEN I PUT THE BUMPER BACK ON AND WASHED OFF THE TRUCK, AND ROAD TESTED, 3875 AFTER THE ROAD TEST I SAW THE FUEL INJECTION LINE FOR NUMBER 4 WAS LEAKING, SO I TRIED RETORQUING IT, CLEANED OFF THE FUEL AROUND THE INJECTION PIPE, THEN I LET THE ENGINE IDLE AT 1100 RPM TO SEE IF IT WAS STILL LEAKING, IT DID SO I REMOVED THE ENGINE HARNESS MOUNTING BOLTS, CUT THE ZIP TIES, REMOVED THE UNIT PUMP FUEL LINE THAT WAS GOING AROUND THE NUMBER 4 INJECTION PIPE, I LOOSENED THE NUMBER 5 INJECTION PIPE SO I HAD ENOUGH ROOM TO REMOVE NUMBER 4 I REMOVED THE INJECTION PIPE UNION NUTS FOR NUMBER 4, REMOVED THE BRACKET FOR THE HARNESS, REMOVED THE INJECTION PIPE, PUT THE NEW PIPE IN, TORQUED THE HEAD SIDE 27NM PLUS 60 DEGREES, PLUS ANOTHER 10 DEGREES, THEN I TORQUED THE FUEL RAIL SIDE 15NM PLUS 60 PLUS ANOTHER 10 DEGREES, I THEN TORQUED THE NUMBER FIVE INJECTION PIPE TO 27NM PLUS 30 DEGREES, AND THE FUEL RAIL SIDE 15NM PLUS 30 DEGREES, THEN I TORQUED THE UNIT PUMP LINE 15 NM PLUS 30 DEGREES ON BOTH ENDS, THEN I PUT THE BRACKET BACK ON, THEN THE HARNESS AND RE ZIP TIED THE HARNESS, STARTED THE TRUCK RECHECKED FOR LEAKS, NO LEAKS PRESENT							

ESTIMATE: 0.00 140CT25 09:47 SA: 1948
CONTACT:

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