



SERVICING DEALERSHIP

IOWA KENWORTH, LLC, DBA

MHC KENWORTH - DUBUQUE
10362 STONEWOOD DRIVE
DUBUQUE, IA 52003
1-563-876-7100

REPAIR ORDER INVOICE

Customer Number:	356505	Phone: (202) 550-2665	Invoice Number: R01093700015551
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Tax Status	Terms	P.O.#	Service Date	Invoice Date
TAX	CASH	N/A	1/26/2026	3/19/2026



American Eagle Enterprises LLC
6224 Ridge Pond Rd Apt F
Centreville VA 20121-4073

Serial Number	Unit Number	Make / Model	Year	License Number	Mileage
1XKYDP9X8LJ369143	67428	KENWORTH/T680	2020		459337

OPERATION 1

COMPLAINT: VEHICLE INSPECTION
VMRS CODE: 05-999-999-999-06-00
CORRECTION: INSPECT-TOTAL VEHICLE-TOTAL VEHICLE-NO FAILURE
- DID THE INSPECTION ON THE TRUCK.

Labor Total -- NO CHG
Total Operation 1 -- .00

OPERATION 2

COMPLAINT: CHECK AND ADVISE FOR COOLANT LEAK
VMRS CODE: 01-045-002-004-03-44
CORRECTION: REPLACE WITH NEW-LINER - CYLINDER-CYLINDER BLOCK &
CRANKCASE-WORN
- PULLED TRUCK INTO THE SHOP
- OPENED HOOD FOUND THAT THE COOLANT WAS VERY LOW
- REQUESTED COOLANT SO I COULD TOP OFF THEN CHECK FOR LEAKS
- TOPPED OFF COOLANT
- REMOVED THE BUMPER
- PRESSURIZED THE COOLANT SYSTEM AND PINCHED OFF THE
PRESSURE RELIEF CAP AND PRESSURIZED SYSTEM
- FOUND NO DRIPS
- LEAVING THE SYSTEM PRESSURIZED WHILE I TAKE LUNCH TO SEE
IF A LEAK SHOW UP - FOUND PRESSURE WENT DOWN A BIT BUT NO
DRIPS HAVE FORMED
- STARTED THE TRUCK AND PRESSURIZED SYSTEM TO 16 PSI AND
BUMPED IDLE UP TO 1200 RPMs
- PINCHED OFF PRESSURE RELIEF
- FOUND THAT THE COOLANT SYSTEM WAS BUILDING PRESSURE OVER
20 PSI
- SHUT THE TRUCK OFF
- DRAINED THE COOLANT
- REMOVED THE COOLANT LINES FROM THE AIR COMPRESSOR HEAD
- INSTALLED TEST LINES
- CLEANED BUCKET

CONTINUED

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OPERATION 2

- ATTACHED HOSES TO TEST LINES AND PUMP
- RAN PUMP WITH COOLANT GOING THROUGH THE COMPRESSOR HEAD
- INSTALLED JUMPER LINE
- VACUUM FILLED THE COOLANT SYSTEM
- PRESSURIZED COOLANT SYSTEM TO 16 PSI
- STARTED TRUCK AND BUMPED IDLE TO 1200 RPMS
- LET RUN FOUND THAT THE AIR COMPRESSOR HEAD IS BAD PUTTING AIR INTO THE COOLANT SYSTEM
- FOUND ALSO THAT THE COOLANT SYSTEM IS STILL BUILDING PRESSURE OVER 20 PSI
- DRAINED COOLANT
- REMOVED TEST LINES
- INSTALLED COOLANT LINES
- VACUUM FILLED THE COOLANT SYSTEM
- STARTED THE TRUCK AND PULLED IT OUT AND INTO WASH BAY
- DEGREASED AND PRESSURE WASHED ENGINE BAY
- REMOVED
 - BUMPER
 - CAC PIPES
 - AIR CLEANER ASSEMBLY
 - DRIVERS SIDE STEP
 - DRAINED COOLANT - PULLED CODES AND LOG FILE
- REMOVED
 - INTAKE HORN
 - AIR COMPRESSOR INTAKE
 - HARNESS HARDWARE
 - EGR VALVE
 - EGR COOLER
 - FUEL LINES
 - FUEL MANIFOLD
 - FUEL FILTER
 - BRACKET FROM LEFT SIDE OF ENGINE
 - UNIT PUMP FUEL LINES
 - FUEL LINE FROM BACK OF HEAD
 - FUEL DOSER LINE
 - EGR HEAT SHIELD
 - UPPER VALVE COVER
 - LOWER VALVE COVER
 - ROCKER ASSEMBLIES
 - VALVE BRIDGES
 - PUSH RODS
 - AIR COMPRESSOR INTAKE PIPE
- INSTALLED LIFTING BRACKET ON THE BACK OF THE HEAD -
- DISCONNECTED ALL THE ELECTRICAL CONNECTORS FROM HEAD SENSORS
- REMOVED
 - HEAD BOLTS
 - HEAD
 - HEAD GASKET
- INSTALLED PLUGS IN OIL HOLES AND PUSH ROD HOLES
- TILTED THE HEAD ON END AND CLEANED THE TOP SURFACES OF

CONTINUED

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OPERATION 2

ALL THE OIL
- CLEANED THE BLOCK SEALING SURFACE
- MEASURED THE LINER PROTRUSION AND RECORDED EVERYTHING ON A SHEET
- MADE A COPY AND GAVE IT TO THE FOREMAN
- COVERED ENGINE
- STARTED TCS CASE #260210-07542080
- DRAINED OIL

REMOVED
- OIL FILTER
- OIL PAN
- OIL PICK UP
- OIL TUBES
- FIXING FRAME
- OIL PUMP

- FOUND METAL IN THE OIL PAN AND WILL NEED TO DO THE CAMSHAFT INSPECTION
- INSPECTED CAMSHAFT AND TOOK PICTURES OF ALL THE LOBES
- UPLOADED PICTURES OF THE LOBES
- UPLOADED PICTURES OF THE METAL IN THE PAN
- UPLOADED PICTURES OF THE BLOCK SURFACE
- PRESSURE TESTED THE EGR COOLER AND IT TESTED GOOD
- UPLOADED RESULTS TO TCS
- REMOVED 3, 4, 5 MAINS AS DIRECTED BY RESM AND CLEANED THEM UP
- INSPECTED THE BEARINGS FOUND NO ABNORMAL WEAR OR DAMAGE
- TOOK PICTURES OF MAIN BEARINGS AND UPLOADED TO CASE
- MOVED THE HEAD FROM THE PALLET TO THE WORK BENCH
- REMOVED THE INJECTOR FUEL LINES AND FUEL RAIL
- REMOVED ALL INJECTORS AND CLEANED THEM AND PUT PROTECTIVE COVERS OVER THE TIPS AND PUT IN CLEAN BAGS MARKED WHICH CYLINDER THEY CAME OUT OF
- REMOVED THE EXHAUST MANIFOLD
- INSTALLED CLEAN CARE COVERS ON EVERYTHING
- LOOKED UP PROCEDURE FOR PRESSURE TESTING HEAD
- UPLOADED PICTURES OF THE BEARINGS
- UPDATED THE CASE
- FLIPPED HEAD ON SIDE AND CLEANED DECK SURFACE
- CLEANED PARTS FOR REASSEMBLY - LOOKED UP PROCEDURE IN RMI
- CLEANED OLD HEAD BOLTS TO REUSE WITH TESTING PLATE

INSTALLED
- CLEANED BOLTS
- GASKET
- PLATES
- SPACERS
- WASHERS
- NUTS

- TORQUED BOLTS DOWN TO 25 FT. LBS.

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OPERATION 2

- REMOVED FITTING FROM HEAD
- INSTALLED FITTING FOR PRESSURE PORT
- PRESSURIZED THE HEAD TO 25 PSI AND CHECKED FOR LEAKS
- FOUND NONE
- SHUT AIR OFF AND SET A TIMER FOR 30 MINS
- FOUND AFTER 30 MINS THE PRESSURE DIDN'T GO DOWN AT ALL
- UPDATED THE TCS CASE
- REMOVED ALL THE TOOLING FROM THE HEAD AND PUT AWAY IN THE BIN
- CLEANED ALL THE INJECTOR BORE AND THE HOLES FOR THE INJECTOR FUEL LINES
- COVERED THE HEAD
- RECEIVED DIRECTION FROM RESM TO REMOVE LINERS.
- LOOKED UP PROCEDURE FOR LINER REMOVAL
- STARTED REMOVING TURBO REMOVED
- HARNESS BRACKET
- TURBO
- TURBO OIL AND COOLANT LINES
- OIL MODULE
- OIL NOZZLES
- PISTONS
- LINERS
- UPDATED THE CASE WITH THE PART NUMBER ON THE LINERS
- INSTALLED FOAM PLUGS INTO BLOCK
- DISASSEMBLED #6, 5, AND 4 PISTONS
- CLEANED ALL PARTS IN PARTS WASHER
- ASSEMBLED PISTONS BACK TOGETHER - STARTED GOING OVER PARTS AND MAKING A PARTS LIST
- DISASSEMBLED PISTON AND PUT IN CLEANER - DISASSEMBLED THE REMAINING PISTON AND CONNECTING RODS
- CLEANED ALL PARTS
- REASSEMBLED THE PARTS AND MARKED THEIR ORIENTATION IN THE ENGINE - CLEANED BLOCK SURFACES UP AROUND WHERE THE LINERS LAY IN AND THE DECK SURFACE
- WENT THROUGH AND SET UP THE CUTTER
- WENT THROUGH AND CUT THE EDGE TO REMOVE ALL THE FRETTING OF ALL CYLINDERS - UNBOXED ALL THE NEW LINERS
- INSTALLED LINERS AND MARKED ORIENTATION AND POSITION ON THE ENGINE
- CHECKED THE PROTRUSION ON ALL THE CYLINDERS
- PUT THEM ALL INTO THE CALCULATOR
- CLEANED THE DECK SURFACE
- CLEANED THE CUTTER
- INSTALLED CUTTER ONTO #1 MEASURED THE DEPTH AND CALCULATED HOW MUCH I NEEDED TO CUT FROM THE BLOCK TO GET THE PROTRUSION TO .007
- CUT THE BLOCK AND CHECKED EVERY OTHER CUT
- WENT THROUGH AND CUT ALL OF THE OTHER CYLINDERS
- CLEANED ALL THE METAL SHAVINGS OUT WITH VAC AND THEN A MAGNET
- REMOVED FOAM AND CLEANED THE BOTTOM OF THE HOLES -
- CLEANED ALL LINERS

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OPERATION 2

- INSTALLED LINERS IN THE PROPER PLACEMENT IN THE ENGINE AND THE CORRECT ORIENTATION
- CLEANED AND INSTALLED THE FIXTURE ON ALL THE CYLINDERS AND CHECKED PROTRUSION
- CHECKED ALL THE CYLINDERS
- FOUND 2,4,6 ARE SLIGHTLY OVER BY .0003
- CALLED ADAM AGAIN AND SPOKE WITH HIM AND WAS DIRECTED TO KEEP CUTTING
- REMOVED ALL LINERS
- INSTALLED FOAM
- CUT .0003 - INSTALLED CUTTER AND CUT 2,4,6
- INSTALLED LINERS AND FIXTURE AND FOUND TO BE IN SPEC
- CLEANED ALL THE CYLINDER'S O RING GROOVES
- INSTALLED ALL LINER O RINGS
- PRESSED IN THE NEW LINERS
- INSTALLED THE FIXTURE ONTO 1-5 AND CHECKED THE LINER PROTRUSION ALL IN SPEC
- CLEANED UP PISTONS
- INSTALLED PISTON RINGS
- INSTALLED #1 AND 2 PISTONS - ROTATED THE ENGINE OVER AND INSTALLED 3,4,5,6 PISTONS
- INSTALLED THE ANTI-POLISHING RINGS
- ROTATED THE ENGINE OVER TILL EACH PISTON WAS AT TDC AND INSTALLED THE OIL NOZZLES AFTER CLEANING THE HARDWARE
- CLEANED HEAD BOLT HOLES
- CLEANED BLOCK AND HEAD SEALING SURFACES
- INSTALLED
- HEAD GASKET
- HEAD TORQUED BOLTS DOWN TO SPEC AND IN SEQUENCE
- INSTALLED MAINS
- TORQUED 3,4,5 MAIN BOLTS TO SPEC
- DISASSEMBLED THE FRONT ROCKER ASSEMBLY AND CLEANED PARTS
- CLEANED ROCKERS, ROCKER SHAFT, HOUSING, AND ENGINE BRAKE SOLENOID UP
- ASSEMBLED THE ROCKER ASSEMBLY BACK TOGETHER WITH NEW EXHAUST ROCKER WITH LUBRIPLATE AND TORQUED ALL THE BOLTS TO SPEC WITH LOCTITE 243 ON THE THREADS
- DISASSEMBLED THE LAST ROCKER ASSEMBLY
- CLEANED ALL PARTS
- ASSEMBLED ROCKER ASSEMBLY BACK TOGETHER WITH NEW EXHAUST ROCKER WITH LUBERPLATE AND TORQUED ALL THE BOLTS TO SPEC WITH LOCTITE 243 ON THE THREADS
- INSTALLED THE ENGINE BRAKE SOLENOIDS WITH NEW O RINGS
- INSTALLED ALL THE INJECTORS WITH NEW O RINGS, CRUSH WASHERS, AND HOLD DOWN BOLTS
- INSTALLED THE INJECTOR FUEL LINES AND FUEL RAIL
- TORQUED ALL BOLTS AND LINES DOWN TO SPEC INSTALLED
- PUSH ROD GUIDES
- PUSH RODS
- VALVE BRIDGES
- ROCKER ASSEMBLIES
- ROTATED ENGINE OVER AND ADJUSTED ALL THE VALVES
- REMOVED AIR COMPRESSOR HEAD

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OPERATION 2

- INSTALLED NEW HEAD
- INSTALLED
 - LOWER VALVE COVER
 - UPPER VALVE COVER CLEANED & INSTALLED
 - ELECTRICAL BRACKET
 - UNIT PUMP FUEL LINES
 - INTAKE MANIFOLD
 - OIL MODULE
 - EXHAUST MANIFOLD
 - EGR COOLER BRACKET
 - AIR BLEED PIPE
- CLEANED ALL TURBO LINES CLEANED AND INSTALLED
- TURBO
- TURBO LINES
- EGR COOLER
- COOLANT LINES
- ELECTRICAL BRACKET
- EXHAUST PRESSURE MANIFOLD
- PRESSURE SENSOR PIPES
- AIR COMPRESSOR INTAKE
- EGR VALVE CLEANED AND INSTALLED
- OIL FILTER
- COOLANT RESERVOIR
- SHROUD BRACKET
- UPPER AND LOWER RADIATOR HOSES
- UPPER RADIATOR HOSE MOUNTING CLAMP
- OIL PUMP
- FIXING FRAME
- OIL TUBES
- OIL PICK UP TUBE
- OIL PAN
- FUEL FILTERS
- OIL DIP STICK CLEANED AND INSTALLED
- FUEL FILTERS
- FUEL LINES
- OIL
- COOLANT
- BATTERY CABLES
- AIR CLEANER BRACKETS
- AIR CLEANER ASSEMBLY
- CRANKED THE ENGINE OVER TO GET OIL PRESSURE WITH INJECTOR HARNESS DISCONNECTED.
- CONNECTED THE INJECTOR HARNESS
- PRIMED THE FUEL SYSTEM
- STARTED THE TRUCK AND LET RUN
- INSTALLED INNER FENDER - DEGREASED THE ENGINE BAY AND PRESSURE WASHED IT OFF
- CLEANED THE MESS LEFT IN THE BAY
- PULLED TRUCK UP TO SHOP DOOR
- INSTALLED BUMPER

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OPERATION 2

- PULLED TRUCK INTO WASH BAY AND CLEANED HOOD AND BUMPER
- PULLED THE TRUCK OUT
- TEST DROVE TO SEAT THE PISTON RINGS
- TEST DROVE TRUCK TO CASCADE AND BACK WITH NO ISSUES
- REPAIR COMPLETED

Labor -- 28,387.35
100% Warranty -- 28,387.35
Labor Total -- .00

MAJRAFG	50/50 PREDILUTED RED A	3	14.21	42.63
RF1135298	BRAKE CLEANER	12	9.08	108.96
1603978PE	O-RING, CYLINDER LINER	12	36.55	438.60
1603977PE	O-RING, CYLINDER LINER	6	37.65	225.90
2105834PERF	GASKET, VA.	1	71.84	71.84
2146570PE	VALVE TRAIN CASING ASS	1	1,275.45	1,275.45
2134449PE	O-RING	2	3.42	6.84
2134450PE	O-RING, ENGINE BRAKE C	2	3.21	6.42
2134451PE	O-RING, ENGINE BRAKE C	2	5.56	11.12
2134452PE	O-RING	2	6.28	12.56
2315937PE	ROCKER ARM, EXHAUST VA	2	557.81	1,115.62
1936323PE	COVER, OIL CAP BLANK	1	51.96	51.96
079340-43900	LOCTITE 243, 0.5 ML, T	2	6.36	12.72
2111441PERF	OIL PAN GASKET	1	199.78	199.78
2277129PE	FILTER-FUEL	1	104.41	104.41
K37-1012	PACCAR FUEL ELEMENT	1	71.42	71.42
3102135	10W30 CK4 - PERFORMAN	12	17.74	212.88
2131567PE	OIL NOZZLE.	6	52.46	314.76
1608393PE	RING-SEALING	2	18.49	36.98
1608394PE	RING-SEALING	2	20.59	41.18
1786758PE	GASKET-TURBOCHARGER	1	12.23	12.23
1907399PE	GASKET-AIR INTAKE	1	41.83	41.83
2311541PE	KIT-EXH MANIFOLD INSTA	1	581.05	581.05
1982774PE	O-RING, 25X2	1	10.75	10.75
2321441PE	O-RING, 11.5X2	1	3.20	3.20
1960576PE	O-RING, 14 X 2	2	13.52	27.04
2194885PE	O-RING, 7.4 X 2.0	1	2.94	2.94
2405076PE	FUEL INJECTION PIPE TO	2	345.33	690.66
2051972PE	PIPE, FUEL INJECTOR LE	1	98.01	98.01
1858035PE	RING-SEAL 15X24X1.5	2	4.27	8.54
1844625PE	RING-SEALING 22.0X13.0	1	4.37	4.37
2018671PE	O-RING	8	9.85	78.80
2035973RF	EXHAUST GASKET, EGR	1	39.74	39.74
1979191PE	V-CLAMP, D=75.2MM	1	88.41	88.41
1917870PE	GASKET, EXHAUST	1	24.06	24.06
1979190PE	V-CLAMP, 82MM	1	88.47	88.47
1935753PE	O-RING	1	9.95	9.95
1898204PE	RING SEAL	2	4.51	9.02
1961490PE	O-RING, 12 X 2	1	12.39	12.39
2116602PE	O-RING, 7.4X2	6	11.83	70.98
1858039PE	SEAL, 13.4X24.0X1.5MM	2	4.14	8.28
2102335PE	COOLANT PIPE	1	29.47	29.47
2134899PE	PIPE-COOLANT, COMPRESS	1	53.66	53.66
2293705PE	CYLINDER HEAD, AIR COM	1	1,879.00	1,879.00

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SERVICING DEALERSHIP

IOWA KENWORTH, LLC, DBA

MHC KENWORTH - DUBUQUE
10362 STONEWOOD DRIVE
DUBUQUE, IA 52003
1-563-876-7100

REPAIR ORDER INVOICE

Customer Number:	356505	Phone: (202) 550-2665	Invoice Number: R01093700015551
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Tax Status	Terms	P.O.#	Service Date	Invoice Date
TAX	CASH	N/A	1/26/2026	3/19/2026

OPERATION 2

2267963PE	O-RING, 16.0 X 2.2	1	5.56	5.56
2146311PE	PISTON RING KIT, MX-13	6	309.64	1,857.84
RX2238797PEX	EGR COOLER, MX-13, EPA	1	4,200.65	4,200.65
CX2238797PEX	EGR COOLER, MX-13, EPA	1	325.47	325.47
CR2238797PEX	EGR COOLER, MX-13, EPA	1-	325.47	325.47
2304847PE	COOLANT PIPE	1	164.80	164.80
1313120PE	INJECTOR BOLT	6	1.65	9.90
1865847PE	O-RING, INJECTOR	6	17.10	102.60
1638270PE	O-RING INJECTOR	6	17.05	102.30
2127551PE	RING SEAL, INJECTOR	6	20.53	123.18
1982747PE	CYLINDER LINER SET, H=	6	558.51	3,351.06
2116602PE	O-RING, 7.4X2	2	11.83	23.66
2312234PE	GASKET-CYLINDER HEAD,	1	453.10	453.10
2301199PE	BOLT CYLINDER HEAD, M1	26	9.58	249.08
2289728PE	ANTI-POLISHING RING, M	1	95.40	95.40
2047414PE	GASKET SET, OIL MODULE	1	44.81	44.81
2047415PE	GASKET SET, OIL COOLER	1	45.90	45.90
FREIGHT	CHARGE FREIGHT	1	35.00	35.00
2234788PE	OIL FILTER ELEMENT	1	73.88	73.88
CT05512	LONG THICK.20LB, 15.25	25	1.05	26.25
CT05317	LONG SKINNY	25	.59	14.75
			Parts --	19,214.60
			100% Warranty --	19,214.60
			Parts Total --	.00
			Total Operation 2 --	.00

OPERATION 3

COMPLAINT: CHECK AND ADVISE DEF TANK IS LOOSE
VMRS CODE: 01-043-007-159-03-12
CORRECTION: REPLACE WITH NEW-FILTER - TANK, DIESEL EXHAUST FLUID DEF-
SELECTIVE CATALYTIC REDUCTION SYSTEM (SCR)-BROKEN

Labor Total -- .00
Total Operation 3 -- .00

OPERATION 4

COMPLAINT: PICK UP COUNTERBORE CUTTER FROM QUAD
VMRS CODE: 01-999-000-000-80-00
CORRECTION: PICKUP AND DELIVER UNIT-TOTAL VEHICLE COMPONENTS-TOTAL
VEHICLE-NO FAILURE
NOT APPLICABLE

Labor Total -- NO CHG
Total Operation 4 -- .00

CONTINUED

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MHC KENWORTH - DUBUQUE
10362 STONEWOOD DRIVE
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REPAIR ORDER

Customer Number: 356505	Phone: (202) 550-2665	Invoice Number: R01093700015551
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- * MHC IS CERTIFIED FOR CUMMINS AND MX *
- * OVERHAULS/WARRANTY REPAIRS *
- * MHC OFFERS PARTS AND SERVICE FOR ALL MAKES OF TRUCK *

REPAIR ORDER SUMMARY	AMOUNT
Labor Total	28,387.35
Parts Total	19,179.60
Warranty	47,601.95-
Freight	35.00

TOTAL DUE

.00

REMIT TO:

P.O. BOX 879269
KANSAS CITY, MO 64187-9269



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