CUSTOMER #: 369
UNIT# B1348
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:

24943SG

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PAGE 1

JACKSON GROUP PETERBILT - ST. GEORGE
203 E. Playa Della Rosita
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(435) 216-7800
Fax: (435) 216-7801

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

SERVICE ADVISOR: 1935 JOSH ALLAN

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN/ OUT	TAG
BLUE	22	PETERBILT 579	1XPBDP9X6ND796385		469213/469213	TB1348

DEL DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
25AUG21 DD			23:00 26AUG25	8-78872		IBS	04SEP25

R.O. OPENED	READY	OPTIONS:
25AUG25	04SEP25	STK:ND796385 DLR:P250 ENG:Y260591

LINE OPCODE TECH TYPE HOURS	LIST	NET	TOTAL
A Peterbilt Platinum Courtesy Inspection			
CA12 CA12			
1601 CPCI		0.00	0.00
469213			
**********			
B C/S CEL ** ENG HRS 2929 **			
CAUSE: FAILED INJECTORS			
99-000-0001 C/S CEL ** ENG HRS 2929 **			
3850WARMX			(N/C)
1601WARMX			(N/C)
1 2272926PE KIT-FUEL FILTER, ESI MX-13/MX-11			
EPA 21			(N/C)
2 DK5P 4+ SUPERCLEAN INJECTOR CLEANER 5QT			(N/C)
1 2461236PEX INJECTOR, MX-13, EPA21/24 (6			
PACK)			(N/C)
CORE CHARGE W			(N/C)
6 1313120PE BOLT-FLANGE M8X55			(N/C)

469213 FAILED INJECTORS 3850- CUSTOMER COMPLAINED OF CEL. HOOKED UP TO TRUCK WITH DAVIE AND FOUND CODES FOR INJECTOR COMPENSATION USED UP. STARTED DIAG ON CODE P3244. STARTED BY PERFORMED AN E290. RESET INJECTOR CALIBRATION AND RAN FUEL SYSTEM HEALTH TEST. REMOVED FUEL FILTERS AND INSTALLED NEW FILTERS AND INSTALLED FLUSH TOOL. PRIMED SYSTEM WITH FUEL FLUSH AND RAN ENGINE FOR 20 MIN AT HIGH IDLE. PERFORMED 3 BACK TO BACK FUEL SYSTEM HEALTH TEST. REMOVED FLUSH TOOL AND RAN ENGINE. RESET INJECTOR CALIBRATION AGAIN, RAN FUEL SYSTEM PERFORMED TEST AND INJECTORS PASSED. STARTED A TCS CASE FOR THIS TRUCK BEING IN THE SHOP FOR CLEANINGS. CASE NUMBER IS 07291179. TCS APPROVED PACK 2 INJECTORS. CONNECTED TO PCI WITH DAVIE. PERFORMED "UPFIT PACK 2 INJECTORS" ROUTINE. SCANNED THE PACK 2 INJECTOR CODES AND INPUT THEM INTO DAVIE. REMOVED THE AIR CLEANER ASSEMBLY, VALVE COVER, AND VALVE TRAIN CASING. R&R ALL 6 INJECTORS. INSTALLED NEW INJECTOR HOLD DOWN BOLTS AND TORQUED TO SPEC. INSTALLED FUEL SUPPLY LINES AND TORQUED TO SPEC. INSTALLED VALVE TRAIN CASING, VALVE COVER, AND THE AIR CLEANER ASSEMBLY. PROCESSED THE VEHICLE IN PVP. DOWNLOADED THE NEW SOFTWARE FOR

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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)

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Phone: (800) 332-9140

SERVICE ADVISOR: 1935 JOSH ALLAN

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R.O. OPENED	READY	OPTIONS:
25AUG25	04SEP25	STK:ND796385 DLR:P250 ENG:Y260591

LINE OPCODE TECH TYPE HOURS LIST NET TOTAL

THE PCI. UPDATED THE PCI. VERIFIED THE PCI SOFTWARE IN THE SESSION REPORT NOW SHOWS NA191. ATTACHED SESSION REPORT TO THE TCS CASE. PERFORMED THE READ AND RESET INJECTOR CALIBRATION. PERFORMED THE INJECTOR LEAK BACK TEST AND VERIFIED THERE ARE NO FUEL LEAKS. CLEARED ALL FAULTS. PERFORMED CHECK FUEL SYSTEM HEALTH TEST AND ATTACHED TO THE TCS CASE. STEAM CLEANED THE ENGINE AND TOOK THE TRUCK ON A ROAD TEST. THE ENGINE PERFORMED GOOD AND NO CODES RETURNED. CHECKED FOR LEAKS AND VERIFIED NONE. CLOSED TCS CASE. REPAIR COMPLETE.

****

C C/R WARRANTY CHECK
CAUSE: INSPECTION
99-000-0001 C/R WARRANTY CHECK
4445CBRGM
1601CBRGM
0.00 0.00

469213 INSPECTION VERIFIED CUSTOMER REQUEST FOR WARRANTY CHECK. INSPECTED TRUCK. FOUND BOTH SERPENTINE BELT CRACKING. FOUND ALL 4 DRIVE AXLE SHOCKS LEAKING. FOUND STEER AXLE FRONT SPRING BUSHING COMING APART. FOUND COOLANT AT BELOW MIN MARK AND COOLANT LEAKING AT TRANSMISSION COOLER. FOUND FWD DRIVE AXLE PINION SEAL LEAKING. STARTED MERITOR CASE TO CHECK WARRANTY ON DIFF LEAK. INPUT SHAFT PLAY AT 0.011 INCH.

****

D** PCI - AIR LEAK AT FUEL SHUT OFF VALVE FITTING
CAUSE: AIR FITTING
PCI-1 PCI - AIR LEAK AT FUEL SHUT OFF VALVE FITTING
4445 WPET (N/C)
1 1889038PE COUPLING-QUICK RELEASE (N/C)
1 177*13B624 BRASS PLC UNION 1/4IN (N/C)

469213 AIR FITTING VERIFIED CUSTOMER COMPLAINT OF AIR LEAK AT FUEL SHUT OFF VALVE. FOUND THE AUDIBLE AIR LEAK AT THE FUEL INTAKE VALVE AND THE UNION RIGHT OFF THE SAME AIR LINE. REPLACED BOTH THE AIR FITTING AND UNION. VERIFIED NO MORE AUDIBLE AIR LEAKS. COMPLETE

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GAS, OIL, LUBE	
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MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
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LINE OPCODE TECH TYPE HOURS LIST NET TOTAL

E** PCI - HOOD STRUT NOT FUNCTIONING PROPERLY
CAUSE: LOCKING HOOD STRUT
PCI-14 PCI - HOOD STRUT NOT FUNCTIONING PROPERLY
4445 WPET (N/C)
1 L71-6043 STRUT-ASSIST, HOOD, LOCK, MECH DAMP (N/C)
469213 LOCKING HOOD STRUT VERIFIED CUSTOMERS COMPLAINT OF HOOD STRUT NOT FUNCTIONING PROPERLY. FOUND LOCKING MECHANISM ON HOOD STRUT NOT FUNCTIONING PROPERLY. REMOVED HOOD STRUT. INSTALLED NEW HOOD STRUT. VERIFIED HOOD OPERATION. COMPLETE

****

F** C/A COOLANT LEAK NEAR TRANS
CAUSE: COOLANT HOSES
WL WATER LEAKS
4445 WPET (N/C)
1 F50-2339 HOSE-SILICONE, COOLANT (N/C)
2 CT300LTRP CLAMP-CONST TORQUE HD SS #48 (N/C)
2 D1030-3833 HOSE-HEATER #12X300' J20R3-A ET SIL VAL (N/C)
2 9210TRP CLAMP-HOSE W/LINER #10 (N/C)
1 D1030-3628 HOSE-HEATER #10X50' J20R3 (N/C)
2 9208TRP CLAMP-HOSE W/LINER #8 (N/C)
1 ZXEDRU1 ZX HD EXTENDED LIFE 50/50 AFC 1GA (N/C)
469213 COOLANT HOSES VERIFIED CUSTOMER COMPLAINT OF COOLANT LEAK NEAR TRANSMISSION. PRESSURIZE COOLANT SYSTEM TO 15PSI. FOUND MULTIPLE LEAKS. FOUND COOLANT HOSE TO WATER INLET TO ENGINE, HOSE TO THE HEATER CORE, AND COOLANT HOSE FROM TRANSMISSION COOLER TO BACK OF ENGINE ARE ALL LEAKING. TIGHTEN EACH HOSE CLAMP THAT WAS ABLE AND LEAKING STILL OCCURRED. DRAIN COOLANT INTO CLEAN BUCKET. R&R SHIFTER COVER PANEL. REMOVED TRANSMISSION COOLER COOLANT LINE. REMOVED HEATER CORE LINE. REMOVED WATER INLET PIPE LINE. GET REPLACEMENTS FOR COOLANT LINES AND NECESSARY CLAMPS. INSTALLED NEW WATER INLET HOSE WITH NEW CLAMPS. INSTALLED NEW HEATER HOSE WITH NEW CLAMPS. TRANSFER HOSE GUARD ON TO NEW TRANSMISSION COOLER HOSE AND INSTALLED WITH NEW CLAMPS. REFILLED COOLANT SYSTEM. PRESSURIZE COOLANT SYSTEM WITH 15PSI AND HELD PRESSURE.

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LINE OPCODE TECH TYPE HOURS LIST NET TOTAL

TOPPED OFF COOLANT WITH ONE GALLON. STEAM CLEAN ENGINE BAY. PERFORMED
TEST DRIVE, END MILES 469,249. NO FAULT DURING TEST DRIVE. COMPLETE
****

G** C/A INPUT AT DIFF LEAKING OIL
CAUSE: INPUT ADJUSTER RING
OL OIL LEAKS
4445 WPET (N/C)
1 A11205X2728 SEAL-FORWARD REAR INPUT (N/C)
1 K1T2826 KIT-HARDWEAR (N/C)
4 CS-C8-20-52 BOLT-TWELVE PT W/FLG
1/2-20NFX1-3/4 GR8 (N/C)

469213 INPUT ADJUSTER RING VERIFIED CUSTOMER COMPLAINT OF INPUT
SHAFT LEAKING. CHECKED INPUT UP AND DOWN PLAY AND GOT 0.011 INCH.
CHECKED FLUID LEVEL AND IS PLUG AND LOOKS TO BE IN GOOD CONDITION.
VERIFIED DIFFERENTIAL VENT BREATHER IS CLEAR. STARTED MERITOR CASE#
AM1117841. MERITOR STATED TO CHECKED INPUT YOKE NUT BREAK AWAY TORQUE,
RESET TORQUE, TEST DRIVE END MILES 469,227, AND RE-MEASURE END PLAY.
R&R DRIVELINE. GOT BREAKAWAY TORQUE OF 724FTLBS. LOCTITE NUT AND SET
TORQUE TO 775FTLBS. CHECKED INPUTSHAFT END PLAY AND GOT 0.010. CHECKED
IN AND OUT SHAFT PLAY AND GOT 0.011 INCH. REINSTALLED DRIVELINE.
PERFORMED TEST DRIVE. RECHECK END PLAY AND GOT 0.010 INCH. UPDATED
MERITOR CASE. MERITOR STATED TO REPLACE THE INPUT SHAFT SEAL AND ADJUST
THE END PLAY WITH THE ADJUSTER RING TO 0.002 INCH. REMOVED DRIVELINE.
REMOVED INPUT YOKE NUT, WASHER, AND YOKE. REMOVED INPUT SEAL AND WEAR
SLEEVE. REMOVED RING RETAINER. REMOVED ADJUSTER RING. CLEANED THREADS
AND ALL SEALING SURFACES. APPLIED LOCTITE THREAD SEALER ON ADJUSTER
RING AND INSTALLED RING. REINSTALLED YOKE AND YOKE NUT. SET END PLAY
WITH DIAL INDICATOR TO 0.002 INCH. REMOVED YOKE AND NUT. INSTALLED NEW
WEAR SLEEVE ON YOKE. INSTALLED NEW SEAL IN THE ADJUSTER RING. INSTALLED
YOKE WITH NEW WASHER AND NUT WITH LOCTITE. TORQUE YOKE NUT TO 775FTLBS.
VERIFIED END PLAY AT 0.002 INCH. REINSTALLED DRIVELINE WITH NEW BOLTS.
STEAM CLEAN DIFFERENTIAL. COMPLETE
****

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****

ESTIMATE: 0.00 25AUG25 09:56 SA: 1935
CONTACT:

****

CEL

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(800)473-8372
24 HOUR EMERGENCY ROADSIDE SERVICE
WWW.PETERBILT.COM

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