G07-2

Peek's Performance Heavy Equipment Repair LLC
1174 N Acacia Rd
Apache Junction, AZ 85119
neilpeek@hotmail.com
602.616.4123

Invoice: 3141
Date: 2/12/2024

Bill To

[redacted]

Ship To

[redacted]

Remit Payment To
PEEK' PERFORMANCE HEAVY EQUIPMENT REPAIR
1174 N Acacia Rd
Apache Junction, AZ 85119

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
1150	Due Upon Receipt	2/12/2024	MATT NICHOLS		BT-2

Item	Description	Quantity	Rate	Amount
Complaint: CLEAN ALL ENGINE PARTS				
Cause: Customer request				
Labor	**Correction:** Engine / Overhaul / (1-19-2024) (DP) DISASSEMBLED THE ENGINE OIL FILTER HOUSING. DISASSEMBLED THE ENGINE OIL PUMP. CLEANED PARTS IN THE PARTS WASHER & BUFFED PARTS & BLEW OFF WITH AIR & PLACED IN PARTS BASKET. SOLVENT WASHED THE ENGINE BRAKES & BLEW THEM OUT WITH AIR & PLACED IN PARTS BASKET. LOADED PARTS BASKET & ENGINE KIT INTO THE BED OF MY TRUCK & TRAVELED TO EMPIRE APACHE JUNCTION TO PICK UP MISSING PARTS & TO ESI YARD. UNLOADED THE ENGINE KIT & PARTS BASKET & PUT THEM INTO THE SHOP. ASSEMBLED THE ENGINE OIL FIL.ER HOUSING & ENGINE OIL PUMP. UNBOXED & ROCKER ARMS & PUT CORES BACK INTO THE BOXES MISSING 2 INJECTOR ROCKERS & 2 OF THE REMAN ONES THAT WERE GIVEN WITH THE NEW ONES WERE USED SO CALLED JOSEPH AT EMPIRE & TOLD HIM & HE ORDERED 2 MORE TO REPLACE THE ONES THAT WERE USED & SINCE WE DIDNT PICK UP THE OTHER 2 THAT ARE MISSING HE ORDERED 2 OF THOSE ON EMPIRES EXPENSE SINCE THEY WERE LOST IN TRANSIT. ASSEMBLED 2 ROCKER SHAFTS COMPLETELY & PUT THE INTAKE & EXHAUST ROCKERS ON THE REMAINING 4 ASSEMBLIES & WILL PUT INJECTOR ROCKERS ON WHEN I PICK THEM UP.	10.00000	$125.00	$1,250.00

Paid Ck 9855 2-12-24 (with Inv. 3143)

Item	Description	Quantity	Rate	Amount
	UNBOXED THE 4 FUEL INJECTORS & PUT THE CORES IN THE BOXES. HAD JOSH TAKE THE INJECTOR & ENGINE OIL PUMP CORES BACK TO EMPIRE. INSTALLED THE JAKE BRAKE COVER GASKETS IN THE COVERS & INSTALLED THE GASKETS INTO THE VALVE COVERS AS WELL. ASSEMBLED THE ENGINE OIL COOLER BONNETS & FOUND THE ORINGS THAT BOLT THE ENGINE OIL COOLER TO THE OIL FILTER HOUSING MISSING SO I LOOKED UP THE ORINGS & ORDERED THEM FROM EMPIRE. PRESSURE WASHED ENGINE OIL PAN & WIPED THE INSIDE OUT WITH A RAG AND BRAKE CLEAN. REMOVED THE GROMMETS FROM THE OIL PAN SPACERS & INSTALLED NEW GROMMETS ONTO THE SPACERS. SCRAPED THE GASKET & REMOVED THE LIP SEALS FROM THE THERMOSTAT HOUSING & BUFFED THE THERMOSTAT HOUSING. INSTALLED NEW LIP SEALS & INSTALLED THE NEW THERMOSTATS INTO THE HOUSING BUFFED WATER MANIFOLD. BUFFED THE INTAKE MANIFOLD & BUFFED THE EXHAUST MANIFOLD. CLEANED UP TOOLS & DID SERVICE REPORTS.			

Complaint: BUILD ENGINE

Cause: Customer request

Labor	**Correction:** Engine / Overhaul / (1-23-2024) (DP) BUFFED RIGHT SIDE OF THE ENGINE BLOCK WHERE FILTER HOUSING & ENGINE OIL PUMP & ENGINE COVERS GO & CLEANED WITH BRAKE CLEAN & WIPED DOWN WITH A RAG. BUFFED ENGINE OIL PAN BLOCK MATING SURFACE. USED SCOTCH BRITE & REMOVED SURGACE RUST FROM TEH DECK OF THE BLOCK & CLEANED OUT COOLANT PASSEGES ON THE TOP END OF THE ENGINE. CLEANED CRANK SHAFT WITH SCOTCH BRITE & BRAKE CLEAN WHERE THERE WERE A COUPLE OF SPOTS OF SURFACE RUST FROM THE MOISTURE IN THE AIR. INSTALLED UPPER MAIN BEARINGS INTO THE THE BLOCK WHERE I HAD ALREADY REMOVED BOTH SIDES OF THE BEARINGS. & INSTALLED THE LOWER MAIN BEARINGS INTO THE CAPS OF THOSE CORRESPONDING CAPS & INSTALLED THOSE CAPS WITH THE BOLTS JUST TIGHT ENOUGHT TO HOLD THEM INTO POSITION.REMOVED #1 & #4 & #7 MAIN CAPS & REMOVED THE THRUST BEARINGS & UPPER BEARINGS FROM THE BLOCK ON #4 & INSTALL THE # 4 UPPER MAIN BEARING. INSTALLED THE THRUST BEARINGS & INSTALLED THE LOWER BEARING INTO THE CAP & INSTALLED THE CAP WITH THE BOLTS JUST TIGHT ENOUGH TO HOLD THE CAP IN PLACE. CLEANED UP TOOLS & DID SERVICE REPORTS. (1-24-2024) (DP) FINISHED INSTALLING MAIN BEARINGS & TORQUED MAIN BEARINGS & TORQ TURNED THEM TO SPEC. BROUGHT THE CYLINDER PACKS OUT OF THE SHOP TO THE TRUCK & REMOVED THE ROD & PISTON ASSEMBLIES FROM THE LINERS. MADE SURE THE LOWER LINER SEAL AREA WAS CLEAN ON ALL 6 HOLES OF THE BLOCK. LUBED UP THE LOWER BORES. CLEANED THE PISTON LINERS TO GET COSMOBLEEN OFF OF THEM INSTALLED THE LINER ORINGS & LUBED THE LINER ORINGS & INSTALLED LINER INTO THE BORES & PUSHED THEM IN WITH A LINER INSTALLER TOOL.	62.00000	$125.00	$7,750.00

Item	Description	Quantity	Rate	Amount

HAD TO FIND THE CORRECT PISTON RING COMPRESSOR THE ONE I BROUGHT FROM NEILS HOUSE ISNT THE RIGHT ONE FOR THIS ENGINE. FOUND A UNIVERSAL ONE & SET THE PISTON RINGS AWAY FROM EACHOTHER BY 120 DEGREES & OILED THE RINGS & INSTALLED THE RING COMPRESSOR AROUND THE PISTON & INSTALLED THE PISTON & ROD WITH THE TAB ON THE CORRECT SIDE VIA SIS. CONTINUED THAT FOR ALL 6 CYLINDERS. ROLLED THE CRANK AROUND & INSTALLED THE UPPER ROD BEARINGS INTO THE ROD & PULLED THE ROD TO THE CRANK JOURNAL & INSTALLED THE ROD CAPS.
TORQUED THE ROD CAP MOUNTING BOLTS & TORQUE TURNED THE BOLTS TO SPEC. INSTALLED THE PISTON SPRAY JETS & TORQUED THEM TO SPEC. INSTALLED THE ENGINE OIL PICK UP TUBE & ENGING OIL PUMP. INSTALLED ENGINE OIL PAN WITH NEW GASKET & RTV ON THE HOUSING JOINTS. TORQUED ENGINE OIL PAN TO SPEC & CLEANED UP TOOLS & DID SERVICE REPORTS.

(1-25-2024) (DP) UNBOXED THE CYLINDER HEAD & CLEANED THE COSMOBLEEN OFF OF THE HEAD WITH BRAKE CLEAN & A PAPER TOWEL. INSTALLED EXHAUST MANIFOLD MOUNTING STUDS. INSTALLED INTAKE MANIFOLD & INTAKE MANIFOLD GASKETS & TORQUE MOUNTING BOLTS TO SPEC. INSTALLED NEW EXHAUST MANIFOLD GASKETS & INSTALLED THE EXHAUST MANILFOLD & INSTALLED THE SPACERS WASHERS & NUTS & TORQUED THE MOUNTING NUTS TO SPEC. SAT THE HEAD ON A PIECE OF CARDBOARD ON A PALLET & TOOK IT OUT TO THE TRUCK. WIPED THE DECK OF THE BLOCK WITH A CLEAN RAG & BRAKE CLEAN ONE LAST TIME & INSTALLED ORINGS ON THE DECK WHERE THEY GO & INSTALLED THE HEAD GASKET OVER THE DOWELS.
INSTALLED & TORQUED THE LIFTERS. INSTALLED GUIDE STUDS INTO THE HEAD BOLT HOLES & PICKED HEAD UP & INSTALLED THE CYLINDER HEAD ONTO THE BLOCK. PUT MOLY COAT ON THE HEAD BOLT THREADS & ON THE WASHERS & THE BOTTOM SIDE OF THE HEAD OF THE BOLTS. INSTALLED THE HEAD BOLTS & TORQUED BOLTS TO SPEC IN THE CORRECT SEQUENCE. LOOSENED HEAD BOLTS & RETORQUED THEM AS PER SIS & MARKED ALL THE HEAD BOLTS FOR THE TORQUE TURN. TORQUE TURNED HEAD BOLTS. TOOK PICTURES OF THE FUEL INJECTOR TRIM CODES & LABELED THEM FOR WHAT CYLINDER THEY WERE GOING INTO.
INSTALLED FUEL INJECTORS INTO THE HEAD & TORQUED INJECTOR MOUNTING BOLTS TO SPEC. INSTALLED PUSH RODS INTO THE LIFTERS & PUT LUBE ON BOTH SIDES OF THE PUSH TUBES. INSTALLED ROCKER ASSEMBLIES & TORQUED ROCKER MOUNTING BOLTS TO SPEC. COVERED ENGINE WITH A BLANET & CLEANED UP TOOLS & DID SERVICE REPORTS.

(1-26-2024) (DP) TRAVELED TO EMPIRE & PICKED UP THE ROCKER BOX. PRESSURE WASHED & BUFFED ROCKER BOX & REMOVED GROMMETS & BOLTS FROM THE OLD ROCKER BOX & CLEANED BOLTS & SPACER S INSTALLED NEW GROMMETS ONTO THE SPACERS.

Item	Description	Quantity	Rate	Amount

REMOVED INJECTOR HARNESS FROM THE OLD ROCKER BOX & INSTALLED THE HARNESS INTO THE NEW ROCKER BOX WITH NEW CLAMPS & BOLTS. INSTALLED THE ROCKER BOX & TORQUED TO SPEC. INSTALLED ENGINE BRAKE SPECER ONTO THE 3 HEAD BOLTS WITH STUDS ON TOP OF THEM. PINNED THE ENGINE AT THE FLYWHEEL & ADJUSTED THE INTAKE & EXHAUST VALVES & INJECTORS FOR TDC#1 TORUED ALL JAM NUTS TO SPEC. UNPINNED THE FLYWHEEL & ROTATED THE ENGINE AROUND 1 FULL REVOLUTION TO TDC#6 & ADJUSTED THE VALVES & INJECTORS FOR THE CORRESPONDING CYLINDERS.
INSTALLED THE ENGINE BRAKES & TORUED ENGINE BRAKES TO SPEC & ADJUSTED THE ENGINE BRAKE SLAVE CYLINDERS ON THE CYLINDERS THAT SIS SPECIFIES TO TDC#6 ROLLED THE ENGINE AROUND TO TDC#1 AGAIN & ADJUSTED THE ENGINE BRAKES FOR THIS POSITION. INSTALLED & TORQUED VALVE COVERS TO SPEC.
INSTALLED FUEL RAIL & FUEL LINES TO THE FILTER HOUSING.
REMOVED WATER PUMP FROM THE ENGINE & INSTALLED NEW WATER PUMP INSTALLED NEW GASKETS FOR THE CONNECTION POINTS.
INSTALLED ENGINE OIL FILTER HOUSING ENGINE OIL COOLER.
INSTALLED THE WATER MANIFOLD & INSTALLED THE THERMOSTAT HOUSING. CLEANED UP TOOLS & DID SERVICE REPORTS.

(1-29-2024) (DP) REMOVED TURBO MOUNTING STUDS FROM THE EXHAUST MANIFOLD & ALL 4 OF THEM BROKE USED THE TORCH TO HEAT THE STUDS UP & REMOVED THE STUDS FROM THE MANIFOLD INSTALLED NEW STUDS INSTALLED TURBO WITH A NEW MOUNTING GASKET INSTALLED TURBO SUPPLY & DRAIN LINES WITH NEW GASKETS. INSTALLED ALTERNATOR BRACKET BACK ONTO THE ENGINE & INSTALLED THE OLD ALTERNATOR BELT UNTIL THE NEW ONE GETS IN.
INSTALLED THE A/C COMPRESSOR BELT. & ADJUSTED THE A/C COMPRESSOR. INSTALLED A/C LINES WITH NEW ORINGS & INSTALLED HOSE CLAMPS THAT HOLD THEM TO THE RADIATOR SUPPORT BRACKETS. PULLED A VACCUM ON THE A/C SYSTEM & CHARGED A/C WITH 2.8LBS OF FREON. INSTALLED UPPER RADIATOR TUBE & SHUNT LINES. PULLED A VACCUM ON THE COOLING SYSTEM & FILLED COOLING SYSTEM WITH COOLANT. PRIMED THE FUEL SYSTEM WITH FUEL & HOOKED UP THE BATTERIES & HOOKED UP CAT ET & INSTALLED THE FUEL INJECTOR TRIM CODES TO THE ECM.
CRANKED ENGINE TO GET OIL PRESSURE. GOT ENGINE OIL PRESSURE & OPENED THE BLEED SCREW ON THE FUEL FILTER HOUSING & CRANKED ENGINE UNTIL IT STARTED & WHILE IT WAS RUNNING I CLOSED THE BLEED SCREW ON FILTER HOUSING. NO CODES & ENGINE SOUNDS GOOD. TOPPED ENGIEN OIL OFF WITH OIL. STARTED THE ENGINE BACK UP & LET IT RUN & CHECKED OIL LEVEL AGAIN & IT WAS STILL GOOD. CLEANED UP TOOLS & DID SERVICE REPORTS.

(1-30-2024) (DP) INSTALLED DRIVER SIDE FRONT TIRE & JACKED THE TRUCK UP & REMOVED THE JACK STANDS FROM UNDER THE FRONT AXLE.

Item	Description	Quantity	Rate	Amount

REROUTED THE TRUCK SIDE WIRING HARNESS & PUT NEW PLASTIC CONDUIT AROUND THE HARNESS AROUND THE THE FRONT OF THE ENGINE OVER TO THE ALTERNATOR. CUT THE COOLANT TEMP SENDER WIRE & CRIMPED A NEW CONNECTOR ONTO IT. STARTED THE TRUCK & MATT & I TOOK THE TRUCK FOR A TEST DRIVE & AS SOON AS WE LEFT THE YARD AND GOT THE BOOST PRESSURE UP TO 17-20 PSI THE ENGINE STARTED POPPING & SMOKING OUT OF THE EXHAUST LIKE IT WAS DOING BEFORE. BROUGHT THE TRUCK BACK & CALLED & LET NEIL KNOW WHAT WAS GOING ON & EXPLAINED THAT THE ONLY THING THAT WAS THE SAME WAS THE 2 INJECTORS I INSTALLED IN #5 & #6 WHEN AN INJECTOR FAILED AT THE END OF DECEMBER.
HE WANTS ME TO CHANGE THE CAM SENSOR & TO A TIMING CALIBRATION ON THE ENGINE. I LOOKED UP THE FUEL INJECTOR & MESA EMPIRE HAS 1 FUEL INJECTOR IN STOCK I TOLD HIM I WAS GOING TO ORDER 1 SO WE HAD IT. INCASE ALL OTHER THINGS DID NOT RESOLVE THE ISSUE. REMOVED THE CAM SENSOR & INSTALLED A NEW CAM SENSOR. LOOKED ON ENGINE WIRING HARNESS FOR THE TIMING CALIBRATION PLUG & THIS ENGINE HARNESS DOES NOT HAVE ONE. LOOKED UP THE WIRING SCHEMATIC & FOUND WHERE THE WIRES GO ON THE ECM PLUG.
DISCONNECTED THE BATTERIES & DISCONNECTED THE ENGIEN HARNESS FROM THE ECM & MADE A PIGTAIL FOR THE TIMING CALIBRATION CONNECTOR & INSTALLED A 2 WIRE MALE DEUTSCH PLUG. CLEANED UP TOOLS & DID SERVICE REPORTS.
(1-31-2024) (DP) FOUND THE TIMING CALIBRATION HOLE IN THE RIGHT SIDE OF THE BLOCK JUST BEHIND THE ENGINE OIL FILTER. CLEANED AROUND THE PLUG & REMOVED THE PLUG & INSTALLED THE TIMING CALIBRATION TRANDUCER ADAPTER & TRANSDUCER. PLUGGED THE TRANSDUCER INTO THE NEW ECM PIGTAIL I INSTALLED. CONNECTED THE BATTERIES & STARTED THE ENGINE & LET IT WARM UP & PERFORMED THE TIMING CALIBRATION & IT FAILED. WENT TO RESET THE AIR GAP ON THE TRANSDUSCER PROBE & COULDNT GET THE PROBE BACK OUT OF THE ADAPTER I MUSTVE HIT THE PROBE ON THE CRANK WHEN I WAS TRYING TO SET THE AIR GAP THE SECOND TIME. ORDERED A NEW PROBE HAD JOSH PICK IT UP SINCE HE WAS IN THE AREA OF MESA EMPIRE. WHEN HE ARRIVED WITH THE NEW ONE I INSTALLED IT & TRIED THE CALIBRATION AGAIN & CALIBRATION WAS SUCCESSFUL & BEFORE EXITING THE CALIBRATION SCREEN ON ET & DISCONNECTED THE PROBE FROM THE HARNESS AS PER SIS & THAN EXITED THE CALIBRATION SCREEN & SHUT THE ENGINE OFF.
REMOVED THE PROBE & REINSTALLED THE BLOCK PLUG. TOOK THE TRUCK FOR A DRIVE & THE ENGINE DID THE SAME THING.

Item	Description	Quantity	Rate	Amount
	MATT WANTED ME TO TRY UNPLUGGING THE JAKES TO SEE IF THEY WERE CAUSING THE PROBLEM. REMOVED VALVE COVERS & DISCONNECTED THE JAKES & TOOKE IT FOR A DRIVE ENGINE DID THE SAME THING. PARKED THE TRUCK & REMOVED THE AIR FILTER HOUSING & REMOVED THE REAR VALVE COVERS & JAKE BRAKE COVER. REMOVED THE JAKE FOR #5 & #6 CYLINDERS & REMOVED THE ROCKERS FOR #5 CYLINDER & REMOVED #5 FUEL INJECTOR HOLD DOWN & INJECTOR. INSTALLED NEW INJECTOR IN #5 & REINSTALLED ROCKERS & BRAKES & VALVE COVER & AIR FILTER HOUSING & PRIMED THE FUEL SYSTEM & TOOK THE TRUCK FOR A DRIVE AGAIN & THE POPPING & BLACK SMOKE OUT OF THE EXHAUST IS GONE & RUNS GREAT NOW. BROUGHT THE TRUCK BACK & CALLED & LET NEIL & MATT KNOW & ASKED MATT IF HE WAS AVAILABLE TO GO FOR A TEST DRIVE TOMORROW & HE SAID HE WAS. CLEANED UP TOOLS & DID SERVICE REPORTS. (2-1-2024) (DP) THE SERPENTINE FAN BELT SHOWED UP FIRST THING IN THIS MORNING. REMOVED A/C BELT & REMOVED FAN BELT & ISNTALLED NEW FAN BELT & REINSTALLED THE A/C BELT & HOOKED UP CAT ET & ME AND MATT WENT TO SUPERIOR FOR THE TEST DRIVE &ENGINE RAN GREAT PLENTY OF POWER TEMPERATURES WERE ALL GOOD & SO WERE PRESSURES. ONCE WE RETURNED I CHECKED ENGINE FOR LEAKS NO LEAKS WERE FOUND. CLEANED UP AROUND WHERE I WAS WORKING ON THE TRUCK & PUT OLD PISTONS & RODS BACK INTO THE LINERS & PUT THEM IN THE BOXES TO TAKE THE CORES BACK TO EMPIRE. CLEANED UP TOOLS & DID SERVICE REPORTS.			
Parts	BT-2 - 10R-0963 INJECTOR GP	2.00000	$764.02	$1,528.04
Parts	BT-2 - TAX BT-2	1.00000	$378.63	$378.63
Parts	BT-2 - 124-5572 VALVE SAFE	1.00000	$32.53	$32.53
Parts	BT-2 - 128-0331 HOSE	1.00000	$5.96	$5.96
Parts	BT-2 - 119-8784 O RING	2.00000	$9.89	$19.78
Parts	BT-2 - 129-2181 SEAL	1.00000	$22.70	$22.70
Parts	BT-2 - 136-7227 SEAL	2.00000	$6.97	$13.94
Parts	BT-2 - 152-3001 BOLT	2.00000	$1.11	$2.22
Parts	BT-2` - 172-4702 CLAMP	2.00000	$1.75	$3.50
Parts	BT-2 - 1R-0716 FILTER	1.00000	$33.27	$33.27
Parts	BT-2 - 1R-0749 FILTER	1.00000	$27.81	$27.81
Parts	BT-2 - 1R-1808 FILTER	2.00000	$44.34	$88.68
Parts	BT-2 - 281-2725 VALVE GP	1.00000	$39.43	$39.43
Parts	BT-2 - 6-V7981 BOLT	1.00000	$1.47	$1.47
Parts	BT-2 - 7E-6508 CAP	1.00000	$1,078.00	$1,078.00
Parts	BT-2 - 8T-0275 BOLT	2.00000	$0.43	$0.86
Parts	SPRING - 288-3803	2.00000	$19.22	$38.44

Item	Description	Quantity	Rate	Amount
Parts	PLUNGER - 9M-0853	2.00000	$29.32	$58.64
Parts	VALVE BYP - 111-2645	1.00000	$64.81	$64.81
Parts	SPRING - 7C-3954	1.00000	$41.25	$41.25
Parts	BOLT - 6V-8359	1.00000	$0.89	$0.89
Parts	SEAT - 7C-3083	1.00000	$4.20	$4.20
Parts	RETAINER - 7C-3082	1.00000	$5.05	$5.05
Parts	SPRING - 1A-2170	1.00000	$8.72	$8.72
Parts	WATER PUMP - 0R0705	1.00000	$656.30	$656.30
Parts	DIRT CORE - 0R0705	1.00000	$0.00	$0.00
Parts	KIT ENGINE - 10R9808	1.00000	$6,451.38	$6,451.38
Parts	DIRT CORE - 10R9808	1.00000	$0.00	$0.00
Parts	BRIDGE - 176-4168	6.00000	$45.66	$273.96
Parts	BRIDGE - 176-4172	6.00000	$77.30	$463.80
Parts	ARM ROCKER - 10R-1707	6.00000	$80.50	$483.00
Parts	DIRTY CORE - 10R-1707	6.00000	$0.00	$0.00
Parts	ARM ROCKER - 10R-1797	6.00000	$54.30	$325.80
Parts	DIRTY CORE - 10R-1797	6.00000	$0.00	$0.00
Parts	O RING - 8L-2777	6.00000	$5.52	$33.12
Parts	OIL PUMP - 10R-2296	1.00000	$549.06	$549.06
Parts	DIRTY CORE - 10R-2296	1.00000	$0.00	$0.00
Parts	BOLT - 6V-5221	2.00000	$1.11	$2.22
Parts	SEAL - 6V-3834	1.00000	$19.88	$19.88
Parts	WASHER - 9M-1974	4.00000	$0.38	$1.52
Parts	BOLT - 6V-8214	9.00000	$0.20	$1.80
Parts	CLIP - 2V-3216	4.00000	$5.79	$23.16
Parts	CLIP - 7X-2468	3.00000	$8.75	$26.25
Parts	WASHER - 5P-0537	9.00000	$0.36	$3.24
Parts	HARNESS - 4P-9537 HARNESS	1.00000	$0.00	$0.00
Parts	SENSOR GP SPD - 191-8304	1.00000	$215.02	$215.02
Parts	SPRING - 2N6005	1.00000	$18.84	$18.84
Parts	FILTER - 1R1808	1.00000	$25.66	$25.66
Parts	serpentine belt - 25-080780	1.00000	$76.62	$76.62
Parts	EXT LIFE RED COOLANT - 2031R	4.00000	$9.44	$37.76
Parts	FILTER AIR ELEMENT - PA2705	1.00000	$54.06	$54.06
Parts	TAX - TAX	1.00000	$7.62	$7.62
Parts	POLY GOLD LABEL BELT - 5080920	1.00000	$90.90	$90.90

Item	Description	Quantity	Rate	Amount
Parts	FILTER COOLANT - B5134	1.00000	$8.44	$8.44
Parts	TAX - TAX	1.00000	$8.24	$8.24
Parts	BOLT - 6V-9607	7.00000	$1.63	$11.41
Parts	HEAD BOLT - 178-7508	3.00000	$36.93	$110.79
Parts	BOLT HEAD - 175-0454	23.00000	$9.36	$215.28
Parts	WASHER - 2S-5658	26.00000	$0.94	$24.44
Parts	TAX - TAX	1.00000	$32.94	$32.94
Parts	SEAL FUEL SY - 361-8205	6.00000	$8.57	$51.42
Parts	SEAL - 214-7568	4.00000	$5.38	$21.52
Parts	SEAL - 3J-1907	2.00000	$1.38	$2.76
Parts	SEAL - 6V-8676	1.00000	$12.55	$12.55
Parts	SEAL - 215-3198	6.00000	$12.73	$76.38
Parts	O RING - 119-8784	6.00000	$10.09	$60.54
Parts	SEAL - 9X-7317	6.00000	$5.17	$31.02
Parts	BOLT - 152-3001	6.00000	$1.12	$6.72
Parts	INJ GP FUEL - 10R-0963	4.00000	$783.20	$3,132.80
Parts	DIRTY CORE - 10R 0963	4.00000	$0.00	$0.00
Parts	FILTER - 1R-0749	2.00000	$28.37	$56.74
Parts	CLIP - 8M-2773	2.00000	$8.90	$17.80
Parts	FILTER - 1R-0716	1.00000	$33.94	$33.94
Parts	TAX - TAX	1.00000	$372.23	$372.23
Parts	HOSE - 130-0797	1.00000	$52.74	$52.74
Parts	TAX - TAX	1.00000	$4.37	$4.37
Parts	TEST AND CLEAN OIL COLER - COOLER	1.00000	$206.13	$206.13
Parts	NEW CYLINDER HEAD - C-12 HEAD	1.00000	$2,700.00	$2,700.00
Parts	TAX - TAX	1.00000	$232.20	$232.20
Parts	15W40 MOTOR OIL - PP267BT	8.00000	$18.04	$144.32
	1/6/2023 DISCOUNT FOR REWORK LABOR ON #5 INJECTOR, T/S AND INSPECTING	1.00	-$843.75	-$843.75
	DISCOUNT LABOR FOR T/S ENGINE MISS AFTER REBUILD. #5 INJECTOR THAT WAS INSTALLED	1.00	-$1,080.00	-$1,080.00

Unit: BT-2 **VIN:** 1FVMALAS83DK77822
Fleet #: BT-2
License Plate: (AZ) CK17212
2003 Freightliner FLD120
Chassis: 237,646 Miles

Shop Supplies	$75.00
Pre-Charge Subtotal	$30,042.51
1/6/2023 DISCOUNT FOR REWORK LABOR ON #5 INJECTOR, T/S AND INSPECTING	-$843.75
DISCOUNT LABOR FOR T/S ENGINE MISS AFTER REBUILD. #5 INJECTOR THAT WAS INSTALLED	-$1,080.00
Exempt (0% of $19,962.51)	$0.00
Total	$28,118.76
Payments & Credits	$0.00
Balance Due	$28,118.76

Any warranties on the parts and accessories sold hereby are made by the manufacturer. You understand and agree that we make no warranties of any kind unless expressed in writing. You hereby authorize us to perform the repair work herein set forth and to purchase the necessary material and parts to perform such repair work. You agree that we are not responsible for loss or damage to your vehicle or articles left in your vehicle in case of fire, theft, or any other cause beyond our control or for any delays caused by unavailability of parts or delays in part shipments by the supplier or transporter. In addition, you agree that we are not responsible for damages to your vehicle from freezing due to lack of antifreeze. You hereby grant our employees permission to operate your vehicle on streets, highways, or elsewhere for the purpose of testing and/or inspection. You acknowledge and agree that an express mechanic's lien on your vehicle is granted to secure payment of this invoice for the repair work detailed in this invoice.

Customer Signature:_____

Printed Name:_____ **Date:**_____

Peek's Performance Heavy Equipment Repair LLC
1174 N Acacia Rd
Apache Junction, AZ 85119
neilpeek@hotmail.com
602.616.4123

Invoice: 3135
Date: 1/16/2024

OK TO PAY

Bill To
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Remit Payment To
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Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
1130	Due Upon Receipt	1/16/2024	MATT NICHOLS		BT-2

Item	Description	Quantity	Rate	Amount
	Complaint: T/S ENGINE			
	Cause: (12-15-2023) HOOKED UP CAT ET TO THE TRUCK & DID A CYLINDER CUTOUT TEST & FOUND THAT #5 INJECTOR BEING POWERED OFF DID NOTHING TO THE FUEL DURATION & DIDNT CREATE A MISS IN THE ENGINE AS WELL. WILL PULL THE VALVE COVER ON TUESDAY TO INSPECT & VERIFY THAT THERE IS NOT ANYTHING MORE WRONG INSIDE OF THE ENGINE CAUSING THE #5 CYLINDER TO BE MISFIRING			
Labor	**Correction:** Fuel System / Injectors / (12-19-2023) (DP) HOOKED UP CAT ET TO THE TRUCK & DID AN INJECTOR SOLENOID TEST AND ALL FUEL INJECTORS PASSED THE TEST. REMOVED AIR FILTER HOUSING DISCONNECTED THE INTAKE MANIFOLD PRESSURE SENSOR & TEMPERATURE SENSOR DISCONNECTED THE COOLANT TEMP SENDER & PULLED WIRES AWAY FROM THE VALVE COVER. BLEW AIR AROUND THE TOPS OF THE VALVE COVERS & DOWN IN THE CREVICES AROUND THE ROCKER BOX TO GET DEBRIS AWAY. REMOVED VALVE COVERS & JAKE HOUSINGS & REMOVED THE JAKE BRAKES FROM CYINDERS #5 & #6 REMOVED THE ROCKERS FROM #5 & #6 CYLINDERS. REMOVED #5 & #6 FUEL INJECTOR HOLD DOWN BOLTS & THREW THEM AWAY & REMOVED THE FUEL INJECTORS. BORE SCOPED THE 2 CYLINDERS & FOUND THE VALVE GUIDES LEAKING OIL DOWN INTO THE CYLINDERS. SOME CARBON DEBRIS MISSING FROM THE CROWNS OF THE PISTONS & LITE SCORING ON THE CYLINDERS MATT TOLD ME HES GOING TO SHUT THE TRUCK DOWN IN A FEW MONTHS & WE WILL REBUILD THE ENGINE. LOOKED UP & ORDERED PARTS FROM EMPIRE TO REPLACE 2 FUEL INJECTORS & ALSO GOT THE VALVE COVER GASKETS & JAKE HOUSING GASKETS & FILTERS TO SERVICE THE ENGINE.	9.00000	$125.00	$1,125.00

Paid 1-19-24 Ck 9832

Item	Description	Quantity	Rate	Amount
	HE ALSO WANTS TO CHECK THE REST OF THE OVERHEAD WHILE WE ARE IN THERE & HAVE TO CHECK DO OVERHEAD ANYWAYS. CLEANED VALVE COVERS & SAT THE JAKES & ROCKERS BACK INTO THE ENGINE & SAT THE VALVE COVERS & JAKE HOUSINGS BAG ONTO THE ENGINE TO KEEP THE ENGINE COVERED OVER NIGHT. CLEANED UP TOOLS & DID SERVICE REPORTS. WILL PICK UP PARTS ON MY WAY IN IN THE MORNING. (12-20-2023) (DP) BRUSHED THE INJECTOR BORES & SUCKED FLUIDS OUT OF CYLINDERS #5 & #6 FROM CLEANING THE BORES AND THE FUEL THAT DROPPED IN WHEN I PULLED THE INJECTORS OUT. TOOK PICTURES OF THE INJECTOR TRIM CODES. PUT THE CORES BACK INTO THE BOXES. LUBED INJECTOR ORINGS & INSTALLED FUEL INJECTORS. USED NEW INJECTOR HOLD DOWN BOLTS & TORQUED THE HOLD DOWN BOLTS TO 22 FT LBS & LOOSENED THEM & RETORQUED THEM TO 22 FT LBS. TIMED ENGINE ONTO #1 TDC & INSTALLED THE ROCKER ASSEMBLIES. REMOVED THE FRON 2 JAKE BRAKES & SET THE VALVES THAT GET ADJUSTED ON TDC #1 & INJECTORS THAT GET ADJUSTED ON TDC #1 AS WELL. ROLLED ENGINE OVER TO #6 TDC & ADJUSTED THE VALVES & INJECTORS THAT CORRESPOND TO THAT SET. ROLLED ENGINE OVER BACK TO TDC#1 & ADJUST THE JAKE BRAKES FOR THE CYLINDERS ON #1 TDC & THAN ROLLED THE ENGINE OVER BACK TO TDC #6 & ADJUSTED THE JAKES THAT CORRESPOND WITH THAT SET. INSTALLED NEW GASKETS INTO THE JAKE HOUISINGS & INTO THE VALVE COVERS. & TORQUED THE VALVE COVERS TO SPEC IN THE SEQUENCE AS PER SIS TO NOT CRACK THE VALVE COVERS. REINSTALLED PCLAMPS ON THE VALVE COVERS FOR THE BOOST PSI SENSOR & FOR THE INTAKE TEMP SENSOR. SENT THE FUEL INJECTOR CORES WITH JOSH FOR HIM TO RETURN THEM. CLEANED UP TOOLS & DID SERVICE REPORTS. (12-21-2023) DRAINED THE ENGINE OIL & REMOVED THE FUEL FILTER. DIDNT HAVE TO CHANGE THE ENGINE OIL FILTER BECAUSE I REMOVED THE OLD FILTER ON TUESDAY & CUT IT & PUT A NEW FILTER ON IT & NEVER STARTED THE ENGINE ONCE FILTER WAS CHANGED. FILLED ENGINE WITH 9 GALLONS OF CAT 15/40 DEO. HOOKED UP CAT ET TO THE TRUCK & INSTALLED FUEL INJECTOR TRIM CODES. PRIMED FUEL SYSTEM & STARTED THE ENGINE. THE ENGINE IS NO LONGER MISSING & SOUNDS GREAT. RAN TRUCK TO OPERATING TEMP & TOPPED COOLANT OFF & CHECKED FOR LEAKS NO LEAKS FOUND. & RUNS GREAT. TRUCK MILEAGE IS 237071 TRUCK HOURS FROM HOUR METER ON THE DASH IS 7712			
Parts	BT-2 - 9X-8267 WASHER	2.00000	$0.33	$0.66
Parts	BT-2 - 9Y-4357 BREATHER	1.00000	$73.77	$73.77
Parts	BT-2 - 9X-7317 SEAL	2.00000	$5.07	$10.14
Parts	BT-2 - 8T-9282 ARM	1.00000	$213.06	$213.06
Parts	BT-2 - 8T-6762 PLUG	1.00000	$5.08	$5.08
Parts	BT-2 - 8T-0275 BOLT	2.00000	$0.43	$0.86

Item	Description	Quantity	Rate	Amount
Parts	BT-2 - 8M-7065 GASKET	1.00000	$1.54	$1.54
Parts	BT-2 - 7E-6508 CAP	1.00000	$10.78	$10.78
Parts	BT-2 - 6V-8197 BOLT	3.00000	$1.20	$3.60
Parts	BT-2 - 6V-8149 NUT	2.00000	$0.54	$1.08
Parts	BT-2 - 6V-7742 NUT	2.00000	$2.16	$4.32
Parts	BT-2 - 6-V7981 BOLT	2.00000	$1.47	$2.94
Parts	BT-2 - 5P-8245 WASHER	3.00000	$0.84	$2.52
Parts	BT-2 - 5P-5678 M SEAL	10.00000	$19.26	$192.60
Parts	BT-2 - 574-6249 GASKET	1.00000	$6.43	$6.43
Parts	BT-2 - 281-2725 VALVE GP	1.00000	$39.43	$39.43
Parts	BT-2 - 238-5081 SEAL	2.00000	$6.97	$13.94
Parts	BT-2 - 215-3198 SEAL	2.00000	$12.48	$24.96

Complaint: R&I AIR COMPRESSOR

Cause: Customer request

(Inspection)

Labor **Correction:** 4.50000 $125.00 $562.50

Brakes / Air Compressor / (12-14-2023) FOUND THE AIR COMPRESSOR TO BE OUTPUTTING EXCESSIVE OIL. COMPRESSOR NEEDS TO BE REPLACED & TANKS NEED TO BE CLEANED OUT. WILL LET MATT KNOW.

(12-19-2023) MATT GAVE ME THE OK TO CHANGE THE AIR COMPRESSOR. LOOKED UP & ORDERED THE AIR COMPRESSOR

(12-21-2023) (DP) PULLED A VACCUM ON THE COOLING SYSTEM WITH MY COOLING SYSTEM BARRIER & REMOVED THE COOLING SYSTEM LINE FROM THE AIR COMPRESSOR TO THE BACK OF THE CYLINDER HEAD DISCONNECTED BOTH ENDS & CAPPED & PLUGGED BOTH ENDS TO GET ROOM TO GET THE COMPRESSOR OUT.
REMOVED THE OIL FEED LINE FROM THE BACK OF THE COMPRESSOR. REMOVED THE AIR INTAKE & DISCHARGE LINES FROM THE AIR COMPRESSOR. USED HOSE PINCH PLIERS TO PINCH THE FRONT COOLANT LINE FROM THE HEAD TO THE FRONT OF THE AIR COMPRESSOR THAT DOESNT HAVE THREADED LINES JUST USES HOSE. CLAMPS. HAD TO CUT THE HOSE OFF THE COMPRESSOR SIDE. REMOVED THE AIR COMPRESSOR MOUNTING BOLTS & REMOVED THE AIR COMPRESSOR FROM THE ENGINE. PUT AIR COMPRESSOR INTO THE VICE & REMOVED THE FITTINGS FROM THE AIR COMPRESSOR & REMOVED THE DRIVE GEAR NUT & WASHER & REMOVED THE GEAR FROM THE COMPRESSOR.

Item	Description	Quantity	Rate	Amount
	THE REAR COOLANT FITTING WOULDNT COME OUT OF THE AIR COMPRESSOR SO I HAD TO REPLACE THE FITTING. LOOKED UP & ORDERED THE FITTING FROM EMPIRE. UNBOXED THE NEW AIR COMPRESSOR & PLACED THE OLD ONE INTO THE BOX FOR IT TO BE RETURNED FOR A CORE. CLEANED DRIVE GEAR & INSTALLED THE DRIVE GEAR ONTO THE AIR COMPRESSOR LOOKED UP TORQUE SPECS FOR THE AIR COMPRESSOR DRIVE GEAR & TORQUED THE GEAR TO 340 FT LBS. INSTALLED THE FITTINGS INTO THE AIR COMPRESSOR & INSTALLED GASKET ONTO THE COMPRESSOR. INSTALLED THE COMPRESSOR & TORQUED THE MOUNTING BOLTS TO SPEC INSTALLED NEW FRONT COOLANT HOSE & CLAMPS SINCE I HAD TO CUT THE OLD ONE TO GET IT OFF. HOOKED UP THE OIL FEED LINE TO THE COMPRESSOR. INSTALLED THE REAR COOLANT LINE FROM THE REAR OF THE HEAD TO THE BACK OF THE COMPRESSOR. REINSTALLED PCLAMP & BRACKET THAT HOLD THE HARDLINE TO THE CYLINDER HEAD.HOOKED UP AIR DISCHARGE & INTAKE HOSES TO THE COMPRESSOR. & INSTALLED THE AIR FILTER HOUSING BACK ONTO THE TRUCK.			
Parts	BT-2 - OR-8340 COMPRESSOR	1.00000	$979.21	$979.21

Complaint: T/S FRONT TAG AXLE NOT RAISING WHEN TRANSMISSION PUT IN REVERSE

Cause: Customer request

(Inspection)

Labor	**Correction:** Rear Axle/Final Drives / Suspension / (12-14-2023) (DP)T/S FRONT TAG AXLE NOT RAISING MATT TOLD ME TO CHECK THE SOLENOID ON THE AIR VALVE FOR THE TAG AXLE PULLED THE VALVE OUT TO CHECK WIRING. REPLACED WIRING SINCE THE WIRE HAD COME OUT OF THE OLD BUTT CONNECTOR & LOOKED FOR PART NUMBERS OR IDENTIFICATION ON THE VALVE. COULDNT FIND ANY PART NUMBERS OR IDENTIFICATION ON THE VALVE. REINSTALLED THE VALVE & HOOKED UP THE AIR LINES TO THE VALVE & THE SOLENOID WAS BEING POWERED & OPERATING LIKE IT SHOULD. THE VALVE JUST LEAKS AIR OUT OF THE EXHUAST PORT. WILL HAVE TO TAKE THE VALVE OFF & SEND WITH JOSH TO FLEETPRIDE SO THEY CAN IDENTIFY IT PROPERLY & WE CAN REPLACE IT. WHILE I WAS T/S THIS VALVE I CHECKED THE AIR TANKS & THEY ARE ALL FULL OF OILY SLUDGE. AIR COMPRESSOR NEEDS TO BE REPLACED & TANKS NEED TO BE CLEANED OUT. CLEANED UP TOOLS & DID SERVICE REPORTS. (12-19-2023) (DP) MARKED ALL THE AIR LINES & REMOVED AIR LINES FROM VALVE & REMOVED THE VALVE FROM TRUCK & SENT IT HOME WITH JOSH FOR HIM TO TAKE TO FLEETPRIDE (12-20-2023) (DP) TAG AXLE VALVE WONT BE IN UNTIL EARLIEST OF FRIDAY LATEST OF EARLY NEXT WEEK. (12-21-2023) (DP) REINSTALLED THE TAG AXLE VALVE SO THE TRUCK CAN RUN TOMORROW.	11.00000	$125.00	$1,375.00

Item	Description	Quantity	Rate	Amount
	ONCE THE VALVE COMES IN WE WILL REPLACE THE VALVE. (1-3-2024) (DP) REMOVED THE DRAIN FROM ALL THE AIR TANKS IN THE FRONT & HOOKED UP AIR TO THE MAIN AIR LINE & GOT ALL THE SLUDGE FROM OIL & CONDENSATION TO COME OUT OF THE TANKS. REINSTALLED THE AIR TANK DRAINS & REMOVED THE TRACTOR PROTECTION VALVE FROM THE FRONT OF THE FRONT AIR TANK & REMOVED FITTINGS & APPLIED PIPE DOPE TO FITTINGS & INSTALLED THEM INTO THE NEW TRACTOR PROTECTION VALVE. LOOKED FOR THE QUICK RELEASE VALVE FOR THE RIDE AIR BAGS & COULDNT FIND ONE SO I REMOVED THE TEE FITTING THAT THE AIRLINES CONNECTED TO & FOUND FITTINGS FOR THE NEW QUICK RELEASE VALVE & PLUMBED IT IN & REROUTED THE AIR LINES TO THE VALVE & TO THE AIR BAGS WITH NEW HOSE. PLUMBED THE MAIN CONTROL VALVE IN & HOOKED UP THE ELECTRICAL CONNECTORS & MADE SURE IT OPERATED CORRECTLY BEFORE FINISHING INSTALLING THE VALVE. THE NEW VALVE IS NOT AS WIDE AS THE OLD ONE SO I HAD TO USE SELF TAPPING BOLTS TO HOLD IT IN PLACE. ZIP TIED LINES BACK TOGETHER & AWAY FROM ANY MOVING PARTS THAT MIGHT RUB ON THE HOSES. CLEANED UP TOOLS & DID SERVICE REPORTS.			
Parts	HENDRICKSON TYPE LIFT AXLE - 555 170 HACSSI	1.00000	$603.41	$603.41

Complaint: R&i TURBO CHARGER

Cause: Customer request

(Inspection)

Labor	**Correction:** Engine / Air Intake / Induction / (1-2-2023) REMOVED THE INTAKE PIPING FROM THE AIR FILTER TO THE INLET SIDE OF THE TURBO & INSPECTED TURBO & FOUND THE TURBO FINS DAMAGED FROM HAVING TO MUCH PLAY UP & DOWN. CALLED & LET MATT & NEIL KNOW WHAT I FOUND & THAT THE TURBO NEEDED TO BE REPLACED. LOOKED UP & ORDERED THE TURBO IT WONT BE IN UNTIL TOMORROW. REMOVED TURBO OIL SUPPLY LINE & CAC DUCTING FROM THE TURBO & REMOVED THE EXHUAST V-BAND CLAMP FROM THE EXHAUST SIDE OF THE TURBO & MOVED THE EXHAUST PIPING OUT OF THE WAY. REMOVED TURBO MOUNTING BOLTS & REMOVED THE TURBO. CLEANED UP TOOLS & DID SERVICE REPORTS. (1-3-2024) BUFFED & CLEANED TURBO OIL SUPPLY & DRAIN LINES TO GET OLD GASKET OFF OF THEM FLUSHED THEM OUT WITH BRAKE CLEAN & SET TO THE SIDE. BUFFED EXHAUST MANIFOLD WHERE TURBO MOUNTS TO THE MANIFOLD. INSTALLED NEW TURBO FLANGE MOUNTING GASKET & APPLIED ANTI SIEZE TO THE STUDS. INSTALLED THE TURBO OVER THE STUDS & INSTALLED NEW NUTS & TORQUED THE MOUNTING BOLTS TO SPEC.	7.00000	$125.00	$875.00

Item	Description	Quantity	Rate	Amount
	INSTALLED TURBO DRAIN LINE WITH A NEW O-RING & GASKET & INSTALLED TUIRBO SUPPLY LINE WITH A NEW GASKET & INSTALLED THE CLAMP THAT HOLDS THE LINES TOGETHER. REMOVED CAC HOSES FROM THE TUBES & INSTALLED NEW HOSES & CLAMPS ON BOTH SIDES OF THE CAC. CHANGED THE ENGINE OIL FILTER & STARTED THE ENGINE & SHUT IT OFF & CHECKED ENGINE OIL LEVEL & IT WAS RIGHT AT THE FULL MARK. CLEANED UP TOOLS & CLOSED THE HOOD & TOOK THE TRUCK FOR A DRIVE DOWN THE STREET BLACK SMOKE ISNT BILLOWING OUT OF THE EXHAUST BUT THERE IS A WIERD POPPING NOISE @ HIGHER RPMS WITH BOOST. LET NEIL & MATT KNOW & CLEANED UP TOOLS & DID SERVICE REPORTS. (1-4-2024)(DP) REMOVED THE VALVE COVERS & CHECKED ALL THE VALVE & ENGINE BRAKE LASH SETTINGS & EVERYTHING WAS GOOD SLIGHT DRAG ON ALL OF THEM . REISNTALLED THE VALVE COVERS & TOOK IT FOR A DRIVE WITH A FUEL PRESSURE GUAGE HOOKED UP TO THE FUEL SYSTEM & FUEL PRESSURE WAS AT 74PSI @ IDLE & WENT UP TO 90PSI @ HIGH IDLE. TOOK IT FOR A DRIVE WITH JIM & FUEL PRESSURE ONLY WENT TO 90 PSI EVEN WHEN THE ENGINE WAS UNDER A LOAD @ HIGH IDLE. SENT MATT & NEIL ON A TEST DRIVE WITH ET & FUEL PRESSURE GUAGE HOOKED UP & WHEN THEY CAME BACK WE ALL AGREED THE FUEL TRANSFER PUMP WAS CAUSING THE PROBLEM LOOKED UP & ORDERED FUEL TRANSFER PUMP & GASKETS. CLEEANED UP TOOLS & DID SERVICE REPORTS.			
Parts	BT-2 TURBO - 8L-2786 O RING	1.00000	$6.30	$6.30
Parts	BT-2 TURBO - 8C-3089 SEAL FACE	3.00000	$18.75	$56.25
Parts	BT-2 TURBO - 6V-5218 BOLT	4.00000	$0.53	$2.12
Parts	BT-2 TURBO - 4W-9160 CLAMP	1.00000	$73.47	$73.47
Parts	BT-2 TURBO - 3E-8017 LOCK NUT	4.00000	$7.08	$28.32
Parts	BT-2 TURBO - 2F-7761 GASKET	1.00000	$2.73	$2.73
Parts	BT-2 TURBO - 295-5609 SEAL BT-2	1.00000	$12.30	$12.30
Parts	BT-2 TURBO - 1S-4295 GASKET	1.00000	$9.45	$9.45
Parts	BT-2 TURBO - 188-6126 GASKET	1.00000	$1.20	$1.20
Parts	BT-2 TURBO - 127-0929 CLAMP	1.00000	$50.88	$50.88
Parts	BT-2 TURBO - 114-2687 SEAL	1.00000	$5.88	$5.88
Parts	BT-2 TURBO - 0R-7578 TURBO GP	1.00000	$2,587.40	$2,587.40
Parts	BT-2 TURBO - TAX BT-2 TURBO	1.00000	$327.19	$327.19

Complaint: R&I FUEL SUCTION LINES FROM THE TANK TO THE FUEL TRANSFER PUMP

Cause: Customer request

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	**Correction:** Fuel System / Fuel Lines / (1-5-2024) NEIL TOLD ME TO REMOVED THE FUEL SUCTION LINES & HAVE NEW ONES MADE FROM THE FUEL PUMP BACK TO THE TANKS. SO I REMOVED THE FUEL LINES FROM THE TRUCK & SENT THEM WITH JOSH TO HAVE THEM MADE @ HOSE POWER. CLEANED UP TOOLS & DID SERVICE REPORTS. 1.5HRS (1-5-2024) (DP) JOSH BROUGHT THE HOSES BACK & I INSTALLED THE SUCTION LINES BACK ONTO THE TRUCK & ENGINE. HAD TO GO TO EMPIRE & GET A NEW FITTING FOR THE FUEL RETURN LINE FROM THE FUEL FILTER BASE TO THE SPLITTER ON TOP OF THE TRANSMISSION BECAUSE HOSE POWER MADE THE HOSE WITH THE INCORRECT FITTINGS BECAUSE THEY DIDNT HAVE THE CORRECT ONES & THEY WERE CLOSED UNTIL MONDAY CLEANED UP TOOLS & DID SERVICE REPORTS.	4.00000	$125.00	$500.00
Parts	3/8 HOSE AS 4'91" - ASYHH06	1.00000	$53.54	$53.54
Parts	1/2 HOSE AS 5.35' - ASYHH08	1.00000	$73.84	$73.84
Parts	1/2 HOSE AS 5.35' - ASYHH08	1.00000	$64.05	$64.05
Parts	1/2 HOSE AS 5.35' - ASYHH08	1.00000	$99.46	$99.46
Parts	- TAX AND CARD FEE	1.00000	$23.61	$23.61
Parts	NYLON TUBING - 114 HDV NT2606	1.00000	$22.17	$22.17
Parts	FUEL / WATER - BF1348-0	1.00000	$27.56	$27.56
Parts	PUSH ON MALE CONNECTOR - 175 NP68-6-6	2.00000	$4.25	$8.50

Complaint: R&I FUEL TRANSFER PUMP & INSPECT OLD TRANSFER PUMP

Cause: Customer request

(Inspection)

Labor	**Correction:** Fuel System / Fuel Pump / (1-5-2024) (DP) SCRAPED OILY DIRT BUILD UP FROM AROUND THE TRANSFER PUMP SO NO DEBRIS ENTERS THE ENGINE. REMOVED THE FUEL PRESSURE LINE FROM THE TRANSFER PUMP & DISASSEMBLED & INSPECTED THE FUEL TRANSFER PUMP GEARS & PRESSURE RELIEF VALVE. UPON DISASSEMBLY OF THE TRANSFER PUMP THE FOUND HEAVY WEAR ON THE PUMP DRIVE SHAFT WHERE THE LIP SEALS RIDE & SOME MARKS ON GEARS THEM SELVES. COVERED UP THE ENGINE WHERE THE PUMP MOUNTS TO THE ENGINE. WILL SHOW NEIL WHEN HE GETS HERE & WILL INSTALL NEW PUMP WHEN IT ARRIVES.(1.75) (1-6-2023) (DP) TRAVELED TO EMPIRE & PICKED UP NEW TRANSFER PUMP & BACK TO THE YARD. REMOVED FITTINGS FROM THE OLD TRANSFER PUMP & RESEALED THEM & INSTALLED NEW TRANSFER PUMP & PRIMED THE FUEL SYSTEM WITH FUEL & STARTED THE ENGINE FUEL PRESSURE @ IDLE IS 80PSI & HIGH IDLE WENT UP TO 96 PSI. MATT & I TOOK THE TRUCK FOR A DRIVE & BEFORE WE GOT OUT OF THE YARD THE MISS WAS THERE SO WE TURNED AROUND. (1.75)	3.50000	$125.00	$437.50
Parts	BT-2 FUEL - 252-9685 GASKET	1.00000	$4.68	$4.68

Item	Description	Quantity	Rate	Amount
Parts	BT-2 FUEL - 388-7285 PUMP	1.00000	$371.95	$371.95
Parts	BT-2 FUEL - 092-2570 WASHER	1.00000	$8.70	$8.70
Parts	TAX BT-2 PUMP - F TAX	1.00000	$31.99	$31.99

Complaint: REMOVE #5 & #6 FUEL INJECTORS TO MAKE SURE NO SEALS WERE TORN ON INSTALL. REMOVE THE 4 FUEL INJECTORS WE HADNT CHANGED

Cause: Customer request

(Inspection)

Labor — **Correction:** 10.00000 — $125.00 — $1,250.00

Engine / Fuel / (1-6-2023) DP) REMOVED THE AIR FILTER HOUSING & REMOVED THE 3RD VALVE COVER & JAKE BRAKE COVER & JAKE BRAKE HOUSING & ROCKER ARMS OFF OF THE #5 & #6 CYLINDERS & CHECKED LOOKED AROUND THE CYLINDER TO IF I COULD SEE ANY PIECES OF ORING TO SEE IF I CUT AN ORING WHEN I INSTALLED IT. THERE WAS NO DAMAGE TO THE O-RINGS REINSTALLED THE #5 & #6 FUEL INJECTORS & ROCKER ARMS & ENGINE BRAKE & REINSTALLED THE VALVE COVER & THE AIR FILTER HOUSING. TOOK THE TRUCK FOR A DRIVE & THE SAME HIGH BOOST FUEL MISS WAS THERE.
TOLD NEIL & HE SAID HE WOULD TALK TO MATT ON MONDAY.

(1-8-2024) (DP) MATT BROUGHT THE TRUCK BACK TO THE YARD AROUND NOON FOR US TO FIGURE OUT & FIX NEIL TOLD ME TO PULL THE #2-#6 FUEL INJECTORS OUT & SCOPE THE BORES & PUSH AIR INTO EACH CYLINDER TO MAKE SURE THERE WASNT TO MUCH BLOW BY. FOUND EQUAL AMOUNTS OF BLOW BY IN EACH CYLINDER BUT WHEN NEIL SHOWED UP & WE WERE BORE SCOPING THE CYLINDERS.

Complaint: DISASSEMBLE ENGINE FOR INFRAME REBUILD

Cause: Customer request

(Inspection)

Labor — **Correction:** 13.00000 — $125.00 — $1,625.00

Engine / Overhaul / (1-10-2024) (DP) DRAINED ENGIEN COOLING SYSTEM & BEGAN DISASSEMLING THE ENGINE TO REMOVE THE CYLINDER HEAD TO INSPECT CYLINDER BORES SINCE WE FOUND A WIERD SPOT ON #4 LINER. BESIDES #4 CYLINDER ALL BORES LOOKED NORMAL. PRESSURE TESTED CYLINDER HEAD & SPRAYED AROUND THE BOTTOM OF THE VALVES ON THE BOTTOM OF THE HEAD WITH SOAPY WATER TO FIND LEAKS & ALL OF THE INTAKE VALVES ON ALL CYLINDERS LEAKED. SAT CYLINDER HEAD ON PALLET & REMOVED PRESSURE TEST ADAPTER.

Item	Description	Quantity	Rate	Amount
	SCRAPED HEAD GASKET MATERIAL FROM THE DECK OF THE BLOCK & BUFFED THE DECK OF THE BLOCK TO THAT ALL THE MATERIAL WAS DOWN IN THE OIL PAN BEFORE I REMOVED THE OIL PAN. DRAINED ENGINE OIL & REMOVED THE ENGINE OIL PAN FROM THE ENGINE & LEFT IT UNDER IT TO CATCH OIL DRIPS FROM INSIDE THE ENGINE. CLEANED UP TOOLS & DID SERVICE REPORTS. (9HRS) (1-11-2024) (DP) CLEANED CARBON FROM THE TOPS OF THE LINERS SO THAT I CAN PUSH PISTONS OUT OF THE BORES. REMOVED ENGINE OIL PICK UP TUBE & REMOVED OIL SPRAY JETS FROM THE ENGINE AS WELL AS ROD CAPS & PUSHED PISTON & ROD OFF THE CRANK & OUT OF THE LINERS. INSPECTED ROD BEARINGS & ROD CRANK JOURNALS. REMOVED MAIN CAPS #2 - #6 & INSPECTED THE CRANK ROD & MAIN JOURNALS FOR DEBRIS DAMAGE CRANK LOOKS GOOD. USED LINER PULLER & REMOVED ALL 6 LINERS. TOP END PARTS INSIDE ON A TABLE. REINSTALLED MAIN CAPS SO THEY ARE IN THE CORRECT PLACE & NONE CAN BE MISPLACED. PRESSURE WASHED THE ENGINE OIL PAN BECAUSE IT WAS COVERED IN OILY DIRT & DEBRIS. CLEANED UP TOOLS & DID SERVICE REPORTS. 7HRS (1-12-2024) (DP) LOOKED UP PARTS & MADE A PARTS LIST FOR THE ENGINE TO GET A INFRAME REBUILD. MADE A LIST SO THAT NEIL COULD LOOK AT IT & LET MATT KNOW HOW MUCH & WHERE EVERYTHING WOULD BE COMING FROM. HAD JOSH REMOVE INTAKE MANIFOLD & A COUPLE PLUGS FROM THE CYLINDER HEAD & HAD HIM TAKE IT TO CONTINENTAL DIESEL TO HAVE THE CYLINDER HEAD REBUILT IF POSSIBLE. I REMOVED THE ENGINE OIL COOLER & HAD COLBY RADIATOR COME & GET THE COOLER TO HAVE IT CLEANED & PRESSURE TESTED FOR REUSE. CLEANED UP & DID SERVICE REPORTS. (1-15-2024) CYLINDER HEAD WAS CRACKED BETWEEN THE VALVES ON #2,#3, & #4 CYLINDERS. CONTINENTAL DIESEL HAD A CYLINDER HEAD FOR THE ENGINE ON THE SHELF SO THAT WAS PICKED UP ON 1-15-2024 BY JOSH & TAKEN TO NEILS SHOP. ORDERED ALL PARTS FROM EMPIRE WILL BE IN & READY FOR PICKUP IN THE NEXT COUPLE OF DAYS.			
	SHOP SUPPLIES	1.00	$25.00	$25.00

Unit: BT-2 **VIN:** 1FVMALAS83DK77822
Fleet #: BT-2
License Plate: (AZ) CK17212
2003 Freightliner FLD120
Chassis: 237,071 Miles

Pre-Charge Subtotal	$13,893.87
SHOP SUPPLIES	$25.00
Local (0% of $13,918.87)	$0.00
Total	$13,918.87
Payments & Credits	$0.00
Balance Due	$13,918.87

Any warranties on the parts and accessories sold hereby are made by the manufacturer. You understand and agree that we make no warranties of any kind unless expressed in writing. You hereby authorize us to perform the repair work herein set forth and to purchase the necessary material and parts to perform such repair work. You agree that we are not responsible for loss or damage to your vehicle or articles left in your vehicle in case of fire, theft, or any other cause beyond our control or for any delays caused by unavailability of parts or delays in part shipments by the supplier or transporter. In addition, you agree that we are not responsible for damages to your vehicle from freezing due to lack of antifreeze. You hereby grant our employees permission to operate your vehicle on streets, highways, or elsewhere for the purpose of testing and/or inspection. You acknowledge and agree that an express mechanic's lien on your vehicle is granted to secure payment of this invoice for the repair work detailed in this invoice.

Customer Signature:_____

Printed Name:_____ **Date:**_____