

CUSTOMER #: 369
UNIT# B1340
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:

15673SL

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	1XPBDP9X7ND796377		504226/504226	D79637	
DEL DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
27AUG21 DD			12:00 30SEP25	7-357049	0.00	IBS	30SEP25
R.O. OPENED		READY	OPTIONS: SOLD-STK:ND796377 DLR:P250 ENG:Y258794				
21AUG25		30SEP25					

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
A	Peterbilt Platinum Courtesy Inspection						
	PPCI Peterbilt Platinum Courtesy Inspection						
	1948 CPCI						0.000.00
	SCPN PACCAR SERVICE COUPON						0.000.00
504226							

B C/S TRANSMISSION TEMP SHOWING HOT BUT COOL TO THE TOUCH
CAUSE: N

TRAN TRANSMISSION REPAIRS							
4003 WPET							(N/C)
1 84-3110 UNINSULATED BUTT CONNECTOR 15							
22-16GA							(N/C)
1 57173 ELECTRICAL FRICTION TAPE							(N/C)
1 84-6105 SHRINK TUBE							(N/C)

504226 TECH 4003-----DRIVER COMPLAINS THAT TRANSMISSION OIL TEMP WILL READ VERY HIGH ON DASH DISPLAY, BUT TRANSMISSION WILL FEEL COLD TO THE TOUCH. I HOOKED UP LAPTOP AND FOUND NO CODES. I USED TEMPERATURE GUN AND CHECKED TRANSMISSION AT 79 DEGREES AND LAPTOP READS 80 DEGREES F = THE SAME READING. I UNPLUGGED TRANSMISSION TEMP SENSOR AND CHECKED POWER AND GROUND = OK. I WIGGLED CONNECTOR AND CHECKED WITH OHM METER = OK. I TEST DROVE TRUCK 35 MILES AND OIL TEMP CLIMBED SLOWLY TO 166 DEGREES, THEN TEMP JUMPED TO 197 DEGREES F, THEN JUMPED BACK TO 166. UP AND DOWN. WENT AS HIGH AS 300 DEGREES F AND RED WARNING MESSAGE CAME ON THAT SAYS TRANSMISSION TEMP TOO HIGH. I FOLLOWED TRANSMISSION HARNESS SCHEMATIC E96-6007 AND MAIN CHASSIS HARNESS SCHEMATIC A96-1763. I UNPLUGGED CHASSIS MODULE CONNECTOR D AND CHECKED PIN 5, BLU4522-11 TO PIN B AT TRANSMISSION TEMP SENSOR CONNECTOR WITH OHM METER AND GET .8 OHMS = OK. I CUT ZIP TIES ON TRANSMISSION HARNESS E92-6020-01500 AND INSPECTED FOR CUTS, OR RUBS = OK. ALL APPEARS OK. I TESTED WIRE AGAIN , CIRCUIT BLU4522-1 AND OHM METER JUMPS AROUND FROM OPEN, TO HIGH RESISTANCE, BACK TO .8 OHMS. I NARROWED DOWN PROBLEM WHERE HARNESS IS ZIP TIED TO TRANSMISSION OIL COOLER. I DISCONNECTED BATTERIES. I CUT OPEN HARNESS TAPE AND FOUND BOTH GREEN AND BLUE WIRES ARE PINCHED FLAT FROM ZIP TIE. I WIGGLED FLAT SPOT AND OHM METER JUMPS AROUND. I CUTOUT

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		GAS, OIL, LUBE	
		SUBLET AMOUNT	
		MISC. CHARGES	
		TOTAL CHARGES	
		LESS INSURANCE	
		SALES TAX	
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LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
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PINCHED SPOT AND SPLICED WIRES WITH METAL BUTT SPLICES WITH TWO LAYERS OF HEAT SHRINK. SEE PHOTOS. I TAPED UP HARNESS AND TIED IT UP. I RECONNECTED BATTERIES. I TEST DROVE AGAIN AND TEMPERATURE STAYS STEADY . = OK. I PUT HARNESS WORK SHEET WITH WORK ORDER.

C C/S COOLANT IN THE EXHAUST ** ENG HOURS 11691**
CAUSE: LEAKING EGR COOLER **ENGINE HOURS 11691**
ENG ENGINE REPAIRS

4003WARMX	(N/C)
1 2194925PE EGR COOLER, MX-13, EPA21	(N/C)
1 1827320PE GASKET	(N/C)

504226 TECH 4003-----EGR COOLER WAS REMOVED FOR EXHAUST MANIFOLD GASKET LEAK ON JOB LINE E. CUSTOMER IS COMPLAINING OF HIGH COOLANT USE, AND PASSING COOLANT OUT EXHAUST ON JOB LINE C. I FOUND LOTS COOLANT INSIDE AIR SIDE OF EGR COOLER. SEE PHOTOS. I PRESSURE TESTED EGR COOLER AND PRESSURE DROPS RAPIDLY FROM 20 PSI TO 10 PSI (10 PSI LOSS IN 20 SECONDS). I FILLED UP WATER SIDE OF EGR COOLER AND I CAN SEE BUBBLES WHEN PRESSURE TESTING. I INSTALLED NEW EGR COOLER. I REMOVED STEPS OVER DOC. I REMOVED DOC INLET PIPE AND FOUND NO COOLANT IN DOC. (CHECK FOR COOLANT IN DOC AS PER DENNIS). I INSTALLED DOC INLET PIPE WITH NEW GASKET. I INSTALLED STEPS. TEST DROVE AND FOUND NO LEAKS AT REPAIR AREA.

D PCI - COOLANT LEAK @ TRANS COOLER
CAUSE: NO PROBLEM FOUND
PCI-4 PCI - COOLANT LEAK @ TRANS COOLER

4003CBRGM	0.00	0.00
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504226 TECH 4003---I INSPECTED TRANSMISSION OIL COOLER AND HOSES AND FOUND NO COOLANT STAINS OR VISIBLE SIGNS OF LEAKS. I PRESSURE TESTED COOLING SYSTEM COLD FOR ONE HOUR WITH NO LEAKS FOUND. I TEST DROVE AND WARMED UP ENGINE AND FOUND NO LEAKS. I COULD NOT VERIFY DRIVER COMPLAINT.

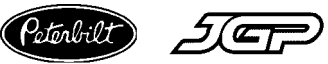
E PCI- EXHAST LEAK @ MANIFOLD

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CAUSE: LEAKING EXHAUST MANIFOLD GASKET AT #6.

PCI-12 PCI- EXHAUST LEAK @ MANIFOLD

4003WARMX

1	1935753PE	O-RING		(N/C)
1	1979190PE	V-CLAMP, 82MM		(N/C)
6	2116602PE	O-RING, 7.4X2		(N/C)
1	1979191PE	V-CLAMP, D=75.2MM		(N/C)
1	2035973PE	GASKET-EXHAUST, EGR		(N/C)
1	1917870PE	GASKET,EXHAUST		(N/C)
2	1863266PE	PLUG, W/ SEAL		(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)
1	2106218PE	GASKET-COOLANT PIPE		(N/C)
2	1898204PE	RING SEAL		(N/C)
1	1923003PE	GASKET		(N/C)
1	2273026PE	O-RING		(N/C)
1	1961490PE	O-RING, 12 X 2		(N/C)
1	CT450LTRP	CLAMP-CONST TORQUE HD SS #72		(N/C)
1	ZXEDRU1	ZX HD EXTENDED LIFE 50/50 AFC 1GA		(N/C)

504226 TECH 4003-----I FOUND EXHAUST MANIFOLD GASKET LEAKING EXHAUST AT #6. SEE PHOTOS. I REMOVED EGR COOLER, EGR VALVE, TURBO, AIR CLEANER AND EXHAUST MANIFOLD. I FOUND #6 GASKET BLOWN OUT. I CLEANED UP MANIFOLD AND CYLINDER HEAD SEALING AREA. I INSTALLED EXHAUST MANIFOLD WITH NEW BOLTS AND GASKETS AND TORQUED. I INSTALLED TURBO WITH NEW BOLTS AND GASKET AND TORQUED. I INSTALLED EGR COOLER WITH NEW SEALS, CLAMPS ETC. I REPLACED TURBO AIR INLET CLAMP AS OLD CLAMP SCREW CAME OUT OF CLAMP AND WAS LOST. I FILLED AND PRESSURE TESTED COOLING SYSTEM = OK. I DOUBLE CHECKED AIR CLAMPS. I TEST DROVE = OK. NO LEAKS FOUND AT REPAIR AREA.

F PCI - SIGNAL LIGHT P/S REAR OF CAB MORE THAN 505 BURNT OUT

CAUSE: FAULTY LED LIGHTS

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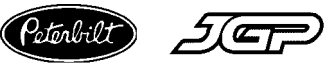
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PCI-5 PCI - SIGNAL LIGHT P/S REAR OF CAB MORE THAN 505 BURNT OUT							
4003 WPET							(N/C)
2 01-G530-73 YEL/RED DOUBLE FACE LED LP							(N/C)
504226 TECH 4003-----I INSPECTED AND FOUND BOTH REAR LOWER CAB TURN SIGNAL LIGHTS HAVE MULTIPLE BURNED OUT LED'S. MORE THAN 50 PERCENT EACH LIGHT. I REPLACED BOTH LIGHTS WITH NEW. SEE PHOTOS.							

G** CEL
CAUSE: FAULTY DEF DOSER, SHORTED INTERNALLY
MISC MISC REPAIRS

4003 WPET	(N/C)
2854 WPET	(N/C)
1 2272104PEX KIT - DEF DOSER	(N/C)
CORE CHARGE W	(N/C)
1 2192544PE GASKET, AFTERTREATMENT	(N/C)
504226 TECH 4003-----I HOOKED UP LAPTOP AND FOUND CODE P3517 FOR DEF DOSER VALVE, SHORT CIRCUIT TO GROUND. I ERASED CODE AND CODE CAME BACK AGAIN. I FOLLOWED T/S. STEP 1 = YES. CODE IS ACTIVE. STEP 2A = NO. I REMOVED STEPS AND UNPLUGGED DEF DOSER AND FOUND NO CORROSION OR PROBLEMS. CONNETOR YELLOW LOCK BROKE UPON REMOVAL. I HAD A SPARE LOCK AND REPAIRED CONNECTOR. STEP 3A= NO. I UNPLUGGED PCI CONNECTOR D AND CHECKED PINS FOR CORROSION ETC = OK. STEP 3B = YES. I CHECKED PIN 1 AT DEF DOSER CONNECTOR TO GROUND = OPEN CIRCUIT. STEP 3C = YES. I CHECKED CIRCUIT FROM PIN 1 AT DEF DOSER CONNECTOR TO PIN 21 AT PCI CONNECTOR D = .6 OHMS RESISTANCE. STEP 3D = YES. I CHECKED PIN 21 AT PCI CONNECTOR D TO ALL OTHER PINS IN CONNECTOR = 0L ON METER = OK. I PLUGGED HARNESSSES BACK IN. I PERFORMED A KEY CYCLE AND CODE IS STILL ACTIVE. REPLACE DEF DOSER AS PER STEP 3E. I ORDERED NEW DOSER AND GASKET. 2854--INSTALLED NEW DOSER VALVE AND GASKET, INSTALL STEP, HOOK UP PC CLEAR CODES, ATTEMPTED TO RUN EVALUATE TEMP SENSORS FOR DERATE BUT ANOTHER CODE BECAME ACTIVE, CODE P3513 IS CODE ACTIVE NOW, CHECKED PIN DRAG ALL ARE GOOD, CHECKED PIN 8 AT DOSER TO CHASSIS GROUND, NO SHORT TO GROUND FOUND, CHECKED PIN 8 AT DOSER TO PIN 17 AT PCI HAD .4 OHMS,	

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CHECKED PIN 17 AT PCI TO ALL OTHER PINS, NO SHORT FOUND, NEXT STEP IS TO REPLACE DOSER VALVE WHICH HAS ALREADY BEEN DONE, STARTED TCS CASE, THEY INSTRUCTED ME TO FIND TEST PCI WHICH DO NOT HAVE, NEXT WAS HOOK UP A PICO SCOPE WHICH DO NOT ONE OF THOSE AT THIS LOCATION, NEXT THEY INSTRUCTED TO CHARGE AND TEST BATTERIES, CHARGED BATTERIES OVERNIGHT THEN TESTED, BATTERIES TESTED GOOD, CALLED TCS AT THAT TIME TO UPDATED CASE AND HAD NO RESPONSE FOR FURTHER TROUBLE SHOOTING, TCS INSTRUCTED TO ME TO CHECK ALL CONNECTORS IN THE HARNESS, CHECKED CONNECTORS IN HARNESS ALL LOOKED GOOD, CHECKED HARNESS FOR RUBBED SPOTS, FOUND ONR RUBBED SPOT BUT IT WAS FOR ECU POWER, METERED PIN 8 TO PIN 17 AGAIN AND NO OPEN FOUND, CHECKED FOR SHORT AT DOSING VALVE CONNECTOR TO ALL OTHER PINS NO SHORT FOUND, NEXT TCS WANTS TO RUN OVERLAY WIRE, DID NOT HAVE TERMINALS IN STOCK, LOAD TESTED WIRE WITH HEADLAMP AND LOAD PRO, HAD 12.5 VOLTS BUT WOULD NOT CARRY LOAD ON SIGNAL WIRE, CHECKED WITH LOAD PRO VOLTAGE DROPPED TO 5 VOLTS, CHECKED FROM PCI CONNECTOR P102C TO J133 CONNECTOR AND WIRE CARRIED LOAD, CUT ZIP TIES FROM HARNESS, PULLED HARNESS OUT TO CROSS MEMBER AND INSPECT, FOUND CONTROL WIRE RUBBED THRU, REPAIRED WIRE, REINSTALLED HARNESS, HOOK UP PC CLEAR CODES, ROAD TESTED, NO RETURNING CODES,							

H** CAB LEVELING VALVE LEAKING

CAUSE: FIITING BROKE

WPET sleeper leveling valve leaking

2854 WPET

1 25523004 SERVICE KIT - HEIGHT CONTROL VALVE

(N/C)

(N/C)

504226 HOOKED TO DAVIE TO PERFORM AIR SYSTEM DECAY TEST, TEST WAS NOT AVAILABLE FOR THIS TRUCK, CHECK OVER CAB LEVELING VALVE, FOUND FITTING LEAKING, PUSHED HOSE INTO FITTING TO SEE IF IT WAS PUSHED OUT AND FITTING BROKE INSIDE VALVE, REMOVE AND REPLACE VALVE

I** C/S CEL

CAUSE: UNIT PUMP

ENG ENGINE REPAIRS

2854WARMX

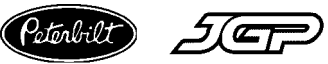
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			1	2328007PEX FUEL PUMP, HP FUEL RAIL CORE CHARGE W			(N/C)
			2	1313122PE BOLT-FLANGE M8X65 10.9			(N/C)
504226 HOOK UP PC CHECK CODES HAD CODE P228D, STARTED TROUBLESHOOTING IN RMI, STEP 1A CHECKED FOR RELATED CODES,, NO RELATED CODES, VISUALLY INSPECTED FUEL SYSTEM FOR EXTERNAL LEAKS, NO LEAKS FOUND, ENGINE STARTS FINE IS NOT HARD TO START, CHECK LOW PRESS FUEL SYSTEM AND ALL CHECKS WERE IN SPEC, EVALUATE INJECTOR BACK LEAK ON DAVIE, INJECTOR BACK LEAK CHECKED OUT GOOD IN SPEC, EVALUATE UNIT PUMPS, FOUND REAR UNIT PUMP UNDER PERFORMING,-----3875 I REMOVED BUMPER FOR ACCESS. I DISCONNECTED BATTERIES. I REMOVED THE MOUNTING BOLTS FOR THE ENGINE HARNESS, UNPLUGGED THE WIRES AROUND THE REAR UNIT PUMP #2. I DRAINED FUEL SYSTEM. REMOVED THE INJECTION PIPE FOR THE UNIT PUMP, REMOVED THE MOUNTING BOLTS FOR THE UNIT PUMP, PULLED THE UNIT PUMP OUT ENOUGH I COULD UNPLUG THE WIRES FOR THE UNIT PUMP, THEN I REMOVED THE PUMP, CLEANED OFF THE SEALING SURFACE, PUT THE NEW PUMP IN, REPLACED THE MOUNTING BOLTS TORQUED THE BOLTS 30 NM PLUS 60 DEGREES, PUT THE FUEL LINE BACK ON, TORQUED IT DOWN 15 NM PLUS 30 DEGREES, PLUGGED IN THE REST OF THE WIRING HARNESS, PUT THE MOUNTING BOLTS BACK IN FOR THE HARNESS, ZIP TIED THE WIRES, I RECONNECTED BATTEIRES. PRIMED THE FUEL SYSTEM STARTED THE TRUCK, LET IT IDLE , SAW NOTHING WAS LEAKING, BUMPED THE IDLE TO 1200RPM AND SAW THE FUEL LINE FOR THE UNIT PUMP WAS LEAKING SO I REMOVED THE MOUNTING BOLTS FOR THE HARNESS, REMOVED THE FUEL LINE OFF THE UNIT PUMP, REPLACED THE FUEL LINE, TORQUED IT DOWN 15 NM PLUS 60 DEGREES PLUS ANOTHER 10 DEGREES, BOLTED THE HARNESS BACK UP, STARTED THE TRUCK, LET IT IDLE, SAW NOTHING WAS LEAKING, THEN BUMPED THE IDLE UP TO 1200 RPM, STILL NOTHING WAS LEAKING, HOOKED UP DAVIE 4 AND RAN THE HIGH PRESSURE LEAKAGE TEST AFTER REPAIR, LET THE TEST RUN SAW NOTHING WAS LEAKING, THE TEST PASSED, CLEARED FAULT CODES, 2854--ROAD TEST, CHECKED FOR FUEL LEAKS NO LEAKS							

ON BEHALF OF SERVICING DEALER, I HEREBY CERTIFY THAT THE INFORMATION CONTAINED HEREON IS ACCURATE UNLESS OTHERWISE SHOWN. SERVICES DESCRIBED WERE PERFORMED AT NO CHARGE TO OWNER. THERE WAS NO INDICATION FROM THE APPEARANCE OF THE VEHICLE OR OTHERWISE, THAT ANY PART REPAIRED OR REPLACED UNDER THIS CLAIM HAD BEEN CONNECTED IN ANY WAY WITH ANY ACCIDENT, NEGLIGENCE OR MISUSE. RECORDS SUPPORTING THIS CLAIM ARE AVAILABLE FOR (1) YEAR FROM THE DATE OF PAYMENT NOTIFICATION AT THE SERVICING DEALER FOR INSPECTION BY MANUFACTURER'S REPRESENTATIVE.	STATEMENT OF DISCLAIMER The factory warranty constitutes all of the warranties with respect to the sale of this item/items. The Seller hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose. Seller neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of this item/items.		DESCRIPTION	TOTALS
			LABOR AMOUNT	
			PARTS AMOUNT	
			GAS, OIL, LUBE	
			SUBLET AMOUNT	
			MISC. CHARGES	
			TOTAL CHARGES	
			LESS INSURANCE	
			SALES TAX	
(SIGNED) DEALER, GENERAL MANAGER OR AUTHORIZED PERSON (DATE)		CUSTOMER SIGNATURE	PLEASE PAY THIS AMOUNT	

CUSTOMER COPY

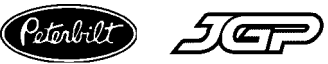
CUSTOMER #: 369
UNIT# B1340
IBS - BARNEY TRUCKING
IBS Cust:#569874
235 SO SR24
SALINA, UT 84654
HOME:315-800-2438 CONT:435-529-3701
BUS: 435-529-3701 CELL:

15673SL

INVOICE

PAGE 7

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		1XPBDP9X7ND796377			504226/504226		D79637
DEL DATE	PROD. DATE	WARR. EXP.	PROMISED		PO NO.	RATE	PAYMENT	INV. DATE	
27AUG21 DD			12:00 30SEP25		7-357049	0.00	IBS	30SEP25	
R.O. OPENED		READY		OPTIONS: SOLD-STK:ND796377 DLR:P250 ENG:Y258794					
21AUG25		30SEP25							

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
FOUND, HOOK UP TEST HOSES, HOOK UP PC PERFORM EVALUATE UNIT PUMP PERFORMANCE ON PUMP 2, PUMP PASSED, REMOVE HOSES, DELIVER TO CUSTOMER, *****							
J** PCI - TRACKING ROD BUSHINGS COMING APART CAUSE: TRACKING ROD BUSHINGS COMING APART PCI-7 PCI - TRACKING ROD BUSHINGS COMING APART 3875 WPET (N/C)							
2 C65-6027-000000581 ROD - TRACKING, AIR TRAC (N/C)							
504226 REMOVED THE FWD TRACKING ROD MOUNTING BOLTS, REMOVED THE REAR REAR TRACKING ROD, REPLACED THE TRACKING RODS, TIGHTENED THE MOUNTING BOLTS RETURNED PARTS *****							

ESTIMATE: 0.00 29SEP25 16:14 SA: 1948
CONTACT:

ESTIMATE: 0.00 21AUG25 10:27 SA: 1948
CONTACT:

C/S TRANSMISSION TEMP SHOWING
HOT BUT COOL TO THE TOUCH

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

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		LABOR AMOUNT	0.00
		PARTS AMOUNT	0.00
		GAS, OIL, LUBE	0.00
		SUBLET AMOUNT	0.00
		MISC. CHARGES	0.00
		TOTAL CHARGES	0.00
		LESS INSURANCE	0.00
		SALES TAX	0.00
(SIGNED) DEALER, GENERAL MANAGER OR AUTHORIZED PERSON (DATE)	CUSTOMER SIGNATURE	PLEASE PAY THIS AMOUNT	0.00

CUSTOMER COPY