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COLUMBIA VALLEY FREIGHT

Maintenance and Service History

Unit 306 — 2017 Peterbilt 579

Prepared 8 October 2026 for a prospective purchaser.

This record is taken directly from Columbia Valley Freight's maintenance and accounting systems: work orders raised in our own shop, and invoices from outside suppliers.

Coverage. Supplier invoices are held from January 2026 and shop work orders from February 2026. Work carried out before those dates is not held in these systems and is not shown here. Labour hours are as entered on each work order; a number of records carry no hours. Meter readings in the service tables are those recorded at the time of service; the current reading comes from the vehicle telematics on the date shown.

CVIP. Inspection expiry dates reflect the current six-month inspection cycle. The certificate carried on the vehicle should be taken as authoritative.

No costs are shown in this record. Supplier invoices and shop labour costs are available on request.

Unit 306 — 2017 Peterbilt 579

Detail	
Unit number	306
Year / make / model	2017 Peterbilt 579
VIN	1XPBDP9X7HD440323
Licence plate	73356P (British Columbia)
Configuration	Tandem drive
Registered GVW	46,500 kg
CVIP expiry	28 February 2027
Last CVIP inspection in our shop	27 August 2026
Scheduled service interval	25,000 km
Odometer	472,877 km
Engine hours	11,980 hours
Meter reading taken	3 October 2026, from vehicle telematics

Work carried out in our shop

Date	Meter	Work performed	Carried out by	Labour hrs
11–13 Mar 2026	459,207 km 11,505 h	Reported: DPF codes and issues. Connected a scanner and found four codes that came up multiple times: the two NOx sensors (inlet and outlet), a pressure sensor and the doser. Replaced them and road tested the truck; all codes gone and the truck runs well. Noticed a big crack in the windshield; replacement ordered.	S. Ferneyhough	9.0
21–23 Mar 2026	-	Reported: no auxiliary / ABS power coming from the truck, although there is power at the fuse. Tried to find the cause of the missing auxiliary power at the trailer plug, checked fuses and traced wiring, but the truck had to leave, so the problem was still there. Oil was added so the truck could be driven; the trailer lights were working, and the truck went back to Calgary.	S. Ferneyhough	2.0

Date	Meter	Work performed	Carried out by	Labour hrs
31 Mar 2026	461,760 km 11,559 h	Reported: service, grease, light cord. Oil and filter change, grease and check-over. Replaced the power cord to the trailer.	E. Samson S. Ferneyhough	2.0
10–19 Jun 2026	-	Reported: engine (Jake) brake issues to be investigated; passenger window issues; yaw / traction control issues. Initial diagnosis: investigated the steering angle sensor, yaw sensor and traction control codes, the passenger window regulator and the engine brake. About one hour was spent looking for a fuse that the dealer (Gateway) was reported to have pulled to disable the engine brake; no missing fuse could be found, and the dealer later advised that it had not pulled a fuse and that the engine brake switch had been disconnected behind the dash. Reconnected the switch and toggled it many times in case it was sticking; a 30 minute test drive showed no issues. Ordered a new switch to rule it out if the issue returns. 11 Jun: Continued diagnosis, following the wiring harness that runs between the steering angle sensor, yaw sensor and DEF line heater; they share common power, ground and communication wires. Found a lot of evidence of previous repair work in the same places; the same issues had been repaired on this truck years earlier, and Inland, Calgary Peterbilt and Gateway were contacted and none of them had done that work. Tested all sensors again with a multimeter and determined that no power was going to any of them. Removed the passenger-side window regulator, ready for installation of a new one when it arrives. 12 Jun: Cleaned the battery terminals and the connections to the power controller to rule them out (a little corrosion, nothing major; it did not solve the issue). Continued diagnosis: checked resistance and voltage of the CAN bus high and low wires (green and white) to the steering angle sensor and yaw sensor and measured 37 kilohms where 60 ohms is expected. Isolated and tested parts of the circuit. Suspect areas were the hard to reach spot where the main chassis harness goes up and over between the front wheel well and battery box, or the harness between the bulkhead connectors, steering angle sensor and ABS module. 13 Jun: Ran bypass wires from the steering angle sensor to the firewall connector; resistance dropped to 120 ohms, correct for one side of the CAN bus circuit. Removed more of the dash and ran permanent bypass wires; resistance was then at the 60 ohm specification, but only with the batteries disconnected. With the batteries connected, resistance fluctuated between 600 and 850 ohms, and 2.5 volts was found on CAN high and low with the key off. Disconnected the DEF module harness under the frame rail to see whether the back feed came from there; resistance did not change, but there was a lot of corrosion in the connector, which will need to be addressed regardless. Removed more dash panels to reach the ABS module (which contains the traction control module) and removed its main plug. As soon as the ABS module was taken offline, resistance on the CAN bus circuit went to 60 ohms with the battery connected, indicating that the ABS module was back-feeding power to the CAN bus circuit. Further investigation was planned. Work continued on the next work order (part 2).	not recorded	28.25
17–19 Jun 2026	466,614 km 11,745 h	Part 2 of the preceding work order. 16 Jun: Followed up on the suspected ABS module and discussed it with the dealer (Inland); concluded that the fluctuating resistance on the	not recorded	64.5

Date	Meter	Work performed	Carried out by	Labour hrs
		CAN high / low wires is caused by opening the truck door triggering the computers. Tested resistance at the yaw sensor and found an open reading (6 megohms, over limit). After a lot of time pulling down the spur harness, found a rubbed wire and repaired it; resistance then became 36,000 ohms (the internal resistance of the module), so a broken wire was still somewhere in the circuit. Gradually undid the harness and found many more rub spots that would be an issue going forward. 17 Jun: Removed the rear section of the harness, labelling all connectors for reinstallation, and repaired the obvious damaged sections; still 36 kilohms at the yaw sensor harness. Tested continuity from the yaw sensor harness to the plug going into the ABS module and found perfect continuity; tested continuity from the original steering angle sensor harness to the same plug and confirmed it was also good and that both sensors share the same circuit. Wiring was therefore not the issue: resistance from both sensor harnesses went open after the plug was disconnected from the ABS module and returned to 36 kilohms when it was reconnected, and everything pointed to the ABS module. A harness was ordered. Undid the steering angle sensor bypass and returned the sensor to stock wiring. Repaired other rubbed wires on the rear part of the harness. 18 Jun: Finished repairing other rubbed wires further down the harness, taped up the harnesses and plugged everything back in; zero codes and sensors working. 19 Jun: Zip-tied the harness all around the frame, putting rubber in places to avoid rubbing in future. Found another rubbed wire on the air drier circuit while putting the harness back and repaired it. Reconnected and secured the firewall connectors. Refitted the dashboard and the fifth wheel. Before refitting the cat walk, found an air leak from a small line going to the air drier for the cab air ride; a push-connect fitting was worn and would not seal. Repaired it using fittings obtained from NAPA. Backed the truck out of the shop and test drove it; it drove great with no warnings on the dash. Replaced the engine brake on / off switch. Replaced the driver door linkage, which had been making noise. Materials used included wiring, tape, butt connectors and zip ties.		
27 Aug - 9 Sep 2026	471,260 km 11,943 h	CVIP prepaid service: Installed eight tires, replaced the right rear wheel seal and four drums, greased the truck, replaced the steer tires, replaced the O-ring for the A/C and recharged. 27 Aug: Pulled the truck into the shop and checked it over. Pulled the wheels where the dealer (Gateway) had reported a wheel seal leak; there was a leak but the shoes were fine to reuse. Replaced the wheel seal, eight drive tires and four brake drums (worn and grooved); the brake shoes were still like new. Oil and filter change, grease. Replaced the fog lights. Replaced the exhaust clamp and gasket from the DPF can to the pipe. 28 Aug: Replaced the door hinges and aligned the door; the door handle mechanism is in poor condition and new parts were ordered. Drained the A/C system and replaced the O-ring at the condenser; it does not leak now. 8 Sep: The truck was used to back a trailer into the shop; traction control and ABS warning lights came on immediately and the engine brake was turning on and off. Pulled the truck in, removed the No. 3 axle right side wheels and brakes and found a damaged sensor pushed away from the tone ring. Replaced the sensor, cleaned the tone ring and reassembled; test	S. Ferneyhough E. Samson	18.0

Date	Meter	Work performed	Carried out by	Labour hrs
		drive showed no ABS or traction control issues. The engine brake issue had previously been solved by replacing the on / off switch; this time the switch was disconnected and reconnected and the problem could not be made to come back, and the truck was to be used for a period to see how it behaves.		
3 Sep 2026	471,316 km 11,945 h	Reported: needs a door latch and door handle; new locks had to be ordered for the truck as the existing locks do not work. 10 Sep: Installed new locks and ignition. Parts: door latch, outside door handle, door lock and ignition barrel kit.	S. Ferneyhough E. Samson	3.0

Work and parts supplied by outside vendors

Date	Supplier	Work / parts supplied
21 Jan 2026	NAPA - CV Auto Parts	Adapter
10 Feb 2026	Fort Garry Industries	Rotor, wheel set and OE replacement pad kit
10 Feb 2026	Inland Truck & Equipment	Hood assist strut; torque rod
12 Feb 2026	Inland Truck & Equipment	Air spring stud; shock absorber; upper door hinge
12 Feb 2026	Can-Am Auto Glass	Auto glass - Peterbilt 579
13 Feb 2026	Inland Truck & Equipment	Parts supplied
17 Feb 2026	Inland Truck & Equipment	Hood assist strut
18 Feb 2026	Inland Truck & Equipment	V-band clamp (5 in); AFM device gasket
2 Mar 2026	Walker's Repair Centre	Inspection decal
3 Mar 2026	Inland Truck & Equipment	Parts supplied
11 Mar 2026	Inland Truck & Equipment	NOx sensor, forward; core deposit
13 Mar 2026	Can-Am Auto Glass	Auto glass - Kenworth conventional cab
30 Apr 2026	Gateway Repairs	Exhaust brake
1 May 2026	Gateway Repairs	Brakes and drums
11 Jun 2026	Gateway Repairs	Windshield replacement
16 Jun 2026	Inland Truck & Equipment	Window regulator
17 Jun 2026	NAPA - CV Auto Parts	Electrical back probe; shrink tube (3:1, dual)
17 Jun 2026	Inland Truck & Equipment	Engine brake switch
18 Jun 2026	Inland Truck & Equipment	Door stop
22 Jun 2026	Walker's Repair Centre	Inspection decal
20 Jul 2026	Marshall Autocare	Detailing
26 Aug 2026	Gateway Repairs	Vehicle assembly
27 Aug 2026	NAPA - CV Auto Parts	Safety-legal fog lights
28 Aug 2026	Mister Tire	Toyo M177+ 16-ply 11R22.5 tires
28 Aug 2026	NAPA - CV Auto Parts	Adapter
2 Sep 2026	Inland Truck & Equipment	Outside door handle
8 Sep 2026	Inland Truck & Equipment	Key lock kit
10 Sep 2026	Calgary Peterbilt	Blank key
15 Sep 2026	Walker's Repair Centre	Inspection decal

Open items at the date of this record

- No auxiliary / ABS power at the trailer plug was recorded on a work order dated 21 March 2026 and was still present at the end of that work order.
- A work order dated 10 June 2026 notes corrosion in the DEF module harness connector that will need to be addressed; the work orders do not record this being done.
- An intermittent engine brake on / off condition was recorded on a work order dated 27 August 2026 (8 September entry); the problem could not be reproduced after the switch was disconnected and reconnected, and the truck was to be monitored in use.

Prepared by Columbia Valley Freight from its maintenance and accounting records. Supplier invoices are available on request.