BROWN AND HURLEY
The BIG TRUCK People

TRUCK SALES, PARTS & SERVICE

A.B.N. 66 010 732 966

662 Ingham Road, Bohle QLD 4818
Phone: (07) 4758 4000 Fax: (07) 4758 4070
tvlle.service@brownandhurley.com.au
www.brownandhurley.com.au

SERVICE TAX INVOICE

Invoice To:

Deliver To:

Document No.:	**3975505**
Document Date:	28/08/2026
Repair Order No.:	981225
RO Creation Date:	11/08/2026
Rego No.:	XQ17KO
Make/Model:	2016 KENWORTH T409SAR
Vehicle ID No.:	6F5000000GA457215
Fleet No:	5731
Odometer:	2155319
Engine Hours:	
Delivery Date:	24/10/2016
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Customer ABN:	
P/Order No.:	
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break BREAKDOWN CALL OUT NEAR PUMKIN IN GUMLOO, DRIVER STEWARD, 0481250214

Pack tools and parts **$1,140.00**
Drive 2hrs to gumlu
Connect service ranger, active fault for ECA speed sensor o/c
remove found sensor broken'
Replace, faults inactive \, clear codes
Vehicle won't select gear, now active ECA mechanical error
ECA very hot to touch, start removing, undone 1x pto air solenoid bolt and housing cracked for air solenoid
Remove inspection plate, found pieces of clutch exploded
arrange recovery
Travel back to workshop and unload tools.
Sublet Townsville towing, Order 756532 **$2,250.00**
TOW TRUCK FROM GUMLOO TO TOWNSVILLE

Part Number	Part Description		Quantity	Total Cost
K-4252RX	REMAN GEN 2 ECA KIT, HEAVY		1.00	2,084.11
K-4149	SPEED SENSOR		1.00	246.45
		Parts Totals:	**2.00**	**$2,330.56**

k015 TRUCK WONT SELECT GEAR, FLASHED OUT FAULT CODE 65 ONLY.

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Inspected clutch through inspection plate and found clutch assembly had catastrophically failed, with metal debris present throughout the bellhousing area. Removed LH lower cab panel and raised cab to gain access to the top of the transmission. Disconnected TECU plug, Kenworth adapter harness, grease lines, and all necessary wiring. Removed gearbox spring, top bellhousing bolts, and associated components required for transmission removal. **$4,560.01**

Positioned vehicle on four-post hoist and raised vehicle for access. Removed driveline components, main airline, air solenoid, PTO, ECA, fuel lines, oil cooler lines, grease lines, and all remaining transmission connections. Drained gearbox oil and found both the PTO and ECA had sustained damage. Supported transmission with gearbox jack, removed remaining bellhousing bolts, and removed transmission from vehicle.

Inspection confirmed clutch had completely failed internally, with friction plate damage and clutch springs destroyed. Inspected bellhousing and found internal scoring and impact damage from clutch debris; however, bellhousing remained within specification and did not require replacement. Removed clutch fork, fork bushes, inertia brake, input shaft, and input shaft bearing. Removed all clutch debris from bellhousing, thoroughly cleaned transmission assembly, and cleaned bellhousing in preparation for repairs.

Installed new input shaft, bearing, gasket, bearing cover, inertia brake, clutch fork bushes, and clutch fork. Installed new clutch assembly and friction disc, ensuring correct alignment and engagement with clutch fork. Removed flywheel, replaced spigot bearing, and had flywheel machined. Inspected rear main seal and found no leaks present. Reinstalled machined flywheel with new spigot bearing and torqued all fasteners to specification.

Reinstalled transmission into vehicle. Additional time was required to correctly align transmission with flywheel housing before installation could be completed. Installed and torqued all bellhousing fasteners to specification. Reinstalled oil cooler lines, driveline, and associated transmission components. Installed new PTO, pump assembly, and replacement ECA. During clutch installation, found clutch would not fully seat after shipping bolts were removed. Removed and refitted ECA, allowing clutch to correctly seat and operate as designed. Completed clutch installation following OEM procedures and filled transmission with oil.

Reassembled vehicle by installing driveline, air system components, exhaust, fuel lines, grease lines, covers, gearbox spring, wiring harnesses, TECU connection, Kenworth adaptor harness, and all remaining transmission connections. Secured all wiring and lines and verified all fasteners were tightened to specification.

Connected diagnostic computer to check fault codes and perform clutch setup. Initial communication with transmission was not possible and vehicle would not start. Carried out further inspection and found several transmission electrical connectors not fully seated. Reconnected and secured affected connectors. Verified vehicle started normally and communication with transmission was restored.

Checked transmission for active and inactive fault codes and found none present. Reset clutch grease interval, performed clutch greasing procedure, and tested inertia brake operation. Road tested vehicle and carried out final underbody inspection. Confirmed no faults present, clutch operation normal, and transmission functioning correctly. Reinstalled remaining panels, carried out final inspection, cleaned vehicle, and returned unit to service.

Part Number	Part Description	Quantity	Total Cost
122003-42A	CLUTCH INC LCIB BRAKE ASSY	1.00	4,040.35
K-4145	KIT-CLUTCH INSTALLATION	1.00	1,133.71
L0C56747	LOCTITE 567 HI TEMP CONTROLLED	1.00	36.74
PA851BL11A08	PTO 851B	1.00	879.57
250.70.18X	KIT-STRAP	2.00	96.68
35.P.15.1	GASKET	1.00	1.42

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35.P.15.2	GASKET		1.00	1.81
		Parts Totals:	**8.00**	**$6,190.28**

Service Reminders Advisor: Hein Peeters
Castrol Vecton Longdrain - 30,000kms

Workshop Trading Hours: Mon-Fri 7am to 5pm, Sat 8am to 12pm
*** Refrigerant trading authority number: AU13435 ***

PARTS	$8,520.84
LABOUR	$5,700.01
MISC. CONSUMABLES	$180.00
ENVIRONMENTAL LEVY	$90.00
SUBLET	$2,250.00
OTHER CHARGES	$0.00
TOTAL GST CHARGED	$1,674.09
TOTAL Incl. GST	$18,414.94

Customer's Signature

Bank Account Details for Direct Payments:
Bank: CBA Branch: Kyogle
BSB: 062563 Account No.: 10059314 Account Name: The Brown and Hurley Group Pty Ltd

Pay ID
66010732966