

Cust #	Year	Make	Model	Serial #
70539	2019	Kenworth	T880	1NKZL40X0KJ997256

RO Number	Status	Date	Mileage
75			
AB139218	Closed	09-05-24	405503K

Hour Meters:	METER1	10653.0	METER2	0.0	METER3	0.0
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Condition 1: MVI EXPIRES __KEY 11

Comment 1:

Condition 2: OK TO FLASH ENGINE ECM SOFTWARE? (Y/N) __

Comment 2:

Condition 3: Peterbilt Platinum Courtesy Inspection

Comment 3: CAUSE: ENGINE FAULT 1713 Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Data Valid But Above Normal Operating Range - Moderately Severe Level CORRECTION: CEL ON FOUND ENGINE FAULT 1713 DEF TANK TEMP IS REACHING 170 DEG NEEDS COOLANT CONTROL VALVE - PERFORMED PETERBILT COURTESY INSPECTION AND ATTACHED INSPECTION FORM TO REPAIR ORDER WITH DEFECTS NOTED ON INSPECTION FORM

Condition 4: CUSTOMER CONCERN - TRANSMISSION INTERMITTENTLY WILL NOT SHIFT AND GETS STUCK IN GEAR

Comment 4: CAUSE: NO TRANS FAULTS FAILED ECA CORRECTION: FOUND NO TRANSMISSION FAULTS - CONNECT INSITE. PERFORM TEST DRIVE & DATA LOG. - TRANSMISSION FAULT LIGHT CAME ON TWICE. TRIED TO GET A SNAPSHOT. - CONNECT SERVICE RANGER 4 & STARTED A NEW SERVICE ACTIVITY REPORT. 2 COUNTS FOR FAULT CODE 27. CLUTCH DISENGAGEMENT - MECHANICAL SYSTEM NOT RESPONDING. - SAVED SERVICE ACTIVITY REPORT TO BLAZE AS A ZIP FILE. - REMOVED CLUTCH INSPECTION COVER. NO DEBRIS FOUND WITHIN. - LAPTOP AB SHOP 5 USED FOR SR4. FAULT 1713 T SHOT VIA QSOL COOLANT CONTROL VALVE HAS FAILED CUSTOMER QUOTED FOR COOLANT CONTROL VALVE AND DEF QUALITY SENSOR REPLACED COOLANT CONTROL VALVE AND REPLACED DEF QUALITY SENSOR CLEARED CODES - CALLED INTO EATON. NO WARRANTY ON UNIT. SUSPECTED POWER SUPPLY ISSUE OR FAILED ECA. CALL TIME 36MIN - CHECKED POWER SUPPLY TO ECA IS GOOD. WIGGLES WIRES AND COULD NOT GET IT TO FAIL - CHECKED INERTIA BRAKE TP DELTA, READING AT 22.828, SHOULD NOT BE HIGHER THAN 16.5 - QUOTED NEW ECA AND TRANSMISSION HARNESS - CLAIM #VGT4795714 - REPLACED TRANSMISSION ECA AND HARNESS - STARTED TRUCK AND VERIFIED SHIFTING INTO GEAR AND NO FAULTS. NEED TO TAKE FOR ROAD TEST TO CONFIRM REPAIR - DROVE UNIT IN YARD. SHIFTING NORMAL AND NO FAULT CAME ON

AB139173 Closed 08-31-24 405123K

Hour Meters:	METER1	10644.0	METER2	0.0	METER3	0.0
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Condition 1: MVI EXPIRES __KEY 11

Comment 1:

Condition 2: OK TO FLASH ENGINE ECM SOFTWARE? (Y/N) __

Comment 2:

Condition 3: Peterbilt Platinum Courtesy Inspection

Comment 3: CAUSE: CORRECTION: - COMPLETED COURTESY INSPECTION, NOTED DEFICIENCIES AND ATTACHED FORM TO R.O.

Condition 4: CUSTOMER CONCERN TRANSMISSION INTERMITTENTLY WILL NOT SHIFT AND GETS STUCK IN GEAR- SEE HISTORY- ASSESS/REPORT

Comment 4: CAUSE: CORRECTION: - CEL ON WHEN PULLING TRUCK INTO THE SHOP, NO TRANS WARNING ON THE DASH. REVIEWED HISTORY AND PREVIOUS WORK PERFORMED - CONNECTED TO ENGINE ECM AND ATTACHED ECM IMAGE. FOUND FAULT CODE 435 ACTIVE WITH 12 COUNTS AND FAULT CODE 3545 ACTIVE WITH ONE COUNT. THERE ARE MANY MORE INACTIVE FAULTS WITHIN 25 ENGINE HOURS. THESE FAULTS WOULD PUT THE TRUCK UNDER DERATE AND CAUSE THE SHIFTING ISSUES - BEGAN TROUBLE SHOOTING F/C 435. VERIFIED PRIMARY FAULTS ARE NOT PRESENT - DISCONNECTED OIL PRESSURE CONNECTOR FROM THE HARNESS AND FOUND THE SENSOR IS BROKEN BEHIND THE CONNECTOR AND LEAKING OIL BOTH EXTERNALLY AND INTO THE HARNESS CONNECTOR - DISCONNECTED THE ENGINE HARNESS FROM THE ECM AND VERIFIED THERE IS NO OIL CONTAMINATION. CHECKED OTHER NEAR BY CONNECTORS WITHIN THE SAME HARNESS FOR OIL CONTAMINATION, ALL OK. RECOMMEND REPLACING THE SENSOR AND HARNESS AS THE OIL CONTAMINATION COULD CAUSE FUTURE PROBLEMS - BEGAN TROUBLE SHOOTING FAULT CODE 3545. VERIFIED PRIMARY FAULTS ARE NOT PRESENT - VERIFIED ECM CALIBRATION REVISION IS UP TO DATE - SUSPECT OUTLET NOX SENSOR IS MALFUNCTIONING - ATTACHED QUOTE FOR OIL PRESSURE SENSOR, ENGINE HARNESS AND OUTLET NOX SENSOR - REVIEW PREVIOUS WORK PERFORMED, NOTES & DATA. - RE & RE ENGINE HARNESS. - RE & RE OIL PRESSURE SENSOR. - TESTED. OIL PRESSURE GAUGE NOT READING. - CONNECT INSITE TO MONITOR. HAD TO RESTART LAPTOP. OIL PRESSURE KEY ON ENGINE OFF - 36 PSI. - INSTALL MANUAL PRESSURE GAUGE AT OIL COOLER. 68 PSI MEASURED. - REVIEWED PREVIOUS WORK PERFORMED. REPLACED TEST OIL PRESSURE GAUGE AND INSTALLED INTO THE OIL PRESSURE SENSOR PORT, MEASURED 40 PSI AT IDLE. RE-INSTALLED NEW OIL PRESSURE SENSOR - VERIFIED 5V SUPPLY, SIGNAL AND RETURN VOLTAGE AT THE SENSOR CONNECTOR - HOOKED UP INSITE AND DATA MONITOR WILL NOT RECOGNIZE A NEW OIL PRESSURE VALUE WITH ENGINE RUNNING, GAUGE ON THE DASH IS READING ZERO - CLEARED FAULTS AND NO FAULTS RETURNED. RAN ENGINE AT IDLE AND THE DATA MONITOR IS READING OIL PRESSURE AT 43 PSI AND THE GAUGE WORKS ON THE DASH - COMPLETED COURTESY INSPECTION, NOTED DEFICIENCIES AND ATTACHED FORM TO R.O. - REPLACED FAILED OUTLET NOX SENSOR AND SECURED WIRING. VERIFIED FAULT DID NOT COME BACK - STEAMED OFF EXCESS OIL FROM THE LEAK AND TESTING - READY FOR ROAD TEST - ROAD TEST OK, NO FAULTS RETURNED

AB135028 Closed 12-07-23 398980K

Hour Meters: METER1 10432.0 METER2 METER3

Condition 1: PETERBILT PACIFIC COURTESY VISUAL INSPECTION

Comment 1:

Condition 2: MVI EXPIRES ___ / KEY 54

Comment 2:

Condition 3: OK TO FLASH ENGINE ECM SOFTWARE? YES

Comment 3:

Condition 4: CUSTOMER CONCERN - TRANSMISSION FAULTS - TRANSMISSION GETS STUCK IN GEAR, HAVE TO TURN ENGINE OFF AND LET IT SIT FOR A BIT FOR THE TRANSMISSION TO RESET

Comment 4: CAUSE: NO CODES CORRECTION:CAUSE: TRANSMISSION WAS SET TO MODERATE SHIFT RESPONSE AND STANDARD . THESES TWO SETTINGS WILL NOT BE ABLE TO SHIFT IN SOFT GROUND APPLICATIONS CORRECTION: NO CODES LOGGED FOUND SHIFT POINT CALIBRATION PARAMETER SET TO STANDARD CHANGED TO HEAVY HAUL 80-140K LBS VOCATION SHIFT RESPONSE SET TO MODERATE CHANGED TO FAST FOUND NO VALUE FOR VEHICLE EMPTY GROSS WEIGHT CHANGED TO 22000 -23999 LBS FOUND NO VALUE FOR VEHICLE LOADED GROSS WEIGHT CHANGED TO 140000-160000 LBS SET THE SHIFT RESPONSE TO FAST, SET THE REGINAL SETTING TO HEAVY HAUL 80 140

LBS. THIS SHOULD FIX THE PROBLEM. NOTE THERE WERE NOT FAULT CODES IN THE TRANSMISSION

AB134807 Closed 11-22-23 397378K

Hour Meters: METER1 10383.0 METER2 METER3

Condition 1: PETERBILT PACIFIC COURTESY VISUAL INSPECTION

Comment 1: -LOOKED OVER TRUCK -ONLY FOUND AUDIBLE AIR LEAK FROM INSIDE BOX AT BACK OF TRUCK ON L/H SIDE, LOOKS LIKE SOMEBODY RECENTLY CHANGED AN AIR SWITCH OR SOMETHING -NOT REPAIRED AT THIS TIME

Condition 2: MVI EXPIRES ____

Comment 2:

Condition 3: OK TO FLASH ENGINE ECM SOFTWARE? (Y/N) ____

Comment 3:

Condition 4: CUSTOMER CONCERN -TRANS FAULTS- INTERMITTENT WILL NOT SHIFT

Comment 4: -DROVE TRUCK INTO SHOP, TRANS FAULT ON DASH -CODE 68 FOR GRADE SENSOR OUT OF CALIBRATION ACTIVE -PERFORMED TS STEPS -TCM SECURELY BOLTED TO TRANS -CHECKED RIDE HEIGHT, WITHIN SPEC -RE CALIBRATED GRADE SENSOR, CODE INACTIVE -CHECKED ABS CODES, NO FAULTS -CHECKED ENGINE CODES, ONLY 1 RECENT FAULT -FOLLOWED TS FOR 5867 CODES. -TSB FOR NIGHT SWITCH CAUSING FAULT -CLEANED BATTERY AND NIGHT SWITCH CONNECTIONS -ROADTESTED. OK. -DONE.

S193078 Closed 04-26-23 358789K

Hour Meters: METER1 9279.0 METER2 METER3

Condition 1: NOT COVERED BY WARRANTY

Comment 1:

S193074 Closed 04-26-23 358789K

Hour Meters: METER1 9279.0 METER2 METER3

Condition 1: MVI EXPIRES _MAY 2023_

Comment 1:

Condition 2: OK TO FLASH ENGINE ECM SOFTWARE? (Y/N) ____

Comment 2:

Condition 3: PARTS AND LABOUR NOT COVERED UNDER WARRANTY

Comment 3: -RESEAL FLEX PIPE INLET

S192793 Closed 04-26-23 358789K

Hour Meters: METER1 9279.0 METER2 METER3

Condition 1: OPERATION MOVED TO REPAIR ORDER S193074.1

Remedy Codes - VOID

Comment 1:

Condition 2: OPERATION MOVED TO REPAIR ORDER S193074.2

Remedy Codes - VOID

Comment 2:

Condition 3: CUSTOMER CONCERN - COOLANT COMING OUT OF OVERFLOW

Comment 3: -EDS CASE: DSCCC4310 -GOT TRUCK UP TO OPERATING TEMP, MONITOR TEMP IN INSITE AND COMPARE WITH TEMP GUN - OK -PERFORM COMBUSTION GAS TEST - FAILED, COMBUSTION GAS FLUID CHANGED COLOR FROM BLUE TO YELLOW -CHECK EGR COOLER OUTLET FOR COOLANT, NO SIGNS OF COOLANT. -PERFORM COOLANT STRIP TEST, NO COOLANT AT EGR COOLER EXHAUST OUTLET -R&I AIR FILTER HOUSING AND BRACKET, EGR CROSSOVER TUBE, VALVE COVER, FUEL SUPPLY LINES, HIGH PRESSURE CONNECTORS AND INJECTORS. -INSPECT INJECTOR O-RINGS, GOOD, NO DAMAGE FOUND. -INSPECT INJECTOR SLEEVES, GOOD, NO DAMAGE FOUND. -DRAIN COOLANT, RECOVER A/C SYSTEM (2LBS 50Z) -R&I WINDSHIELD WASHER FLUID TANK, POWER STEERING COOLER, A/C LINES, COOLING MODULE, FAN SHROUD, BLADE, BELTS, FAN HUB, TENSIONER, A/C COMPRESSOR, ALTERNATOR CABLES AND ALTERNATOR, ACCESSORY BRACKET, HARNESS AND SUPPORT BRACKETS. -R&I TURBOCHARGER, EXHAUST MANIFOLD, EGR VALVE AND PLUMBING, COOLANT RETURN MANIFOLD, CCV HOUSING AND BRACKET, DIPSTICK, SUPPORT BRACKETS, FRONT GEAR COVER. -REMOVE TOP END, CAM GEAR AND IDLER GEAR. -REMOVE CYLINDER HEAD BOLTS, DISCONNECTED FUEL LINE AND HARNESS AT BACK OF CYLINDER HEAD. -REMOVE CYLINDER HEAD, FOUND HEAD GASKET BLOWN ON CYL #2. -CLEAN BLOCK AND MEASURE LINER PROTRUSION, FOUND #2 LINER SUNK (0.005") -DRAIN OIL, R&I OIL PAN AND GASKET, HAD TO REMOVE ALTERNATOR CABLES, ROUTED UNDERNEATH OIL PAN, START CABLE SUPPORT BRACKET -REMOVE PICK UP TUBE, STIFFENER PLATE, AND BOTTOM END. -CLEAN AND INSPECT PISTONS, FOUND ALL PISTON SKIRTS SCRATCHED, LOOK UP REUSE GUIDELINES, DON'T MEET REUSE GUIDELINES AS PER QSOL, REQUIRE REPLACEMENT. -REMOVE LINES, CLEAN AND INSPECT COUNTERBORES, ALL COUNTERBORES FRETTED AND REQUIRE MACHINING. -ASSISTED WITH DISASSEMBLY -CLEAN AND INSPECTED CYLINDER HEAD - OK FOR REUSE -CLEAN AND INSPECTED HEAD BOLTS - FOUND 3 SHORT HEAD BOLTS THREADS PITTED AND REQUIRE REPLACEMENT -MACHINED COUNTERBORES FOR 0.020" SERVICE SHIMS, INSTALLED LINERS. -DISASSEMBLED PISTONS. -ASSEMBLED AND INSTALLED PISTONS AND RODS. -INSTALLED ANTI-POLISHING RINGS. -INSTALLED PISTON COOLING NOZZLES, REPLACED ONE BOLT FOR COOLING NOZZLE BROKEN ON REMOVAL. -INSTALLED INJECTORS, HIGH PRESSURE CONNECTORS, FUEL RAIL AND LINES. -INSTALLED CAM IDLER CAP, CAMSHAFT AND RETAINING CAP. -INSTALLED CAM VALVE GEAR, CAM IDLER GEAR. SET TIMING. -INSTALLED UPPER GEAR COVER. -INSTALLED ROCKERS, VALVE CROSS BRIDGES, PERFORMED OVERHEAD SET. -START ASSEMBLING -INSTALLED INJECTOR HARNESS. -INSTALLED VALVE COVER, WITH NEW GASKET. -INSTALLED AC AND ALTERNATOR BRACKET. -REPLACE GEAR COVER PLUG, LEAKING OIL. -INSTALLED CRANKCASE VENT AND PIPING, OIL FILL TUBE. -INSTALLED BLOCK STIFFENER AND OIL PICKUP, INSTALLED NEW O-RING ON OIL PICKUP. -INSTALLED OIL PAN. -INSTALLED FAN HUB, FAN BLADE, BELTS, TENSIONER, FAN SHROUD. -INSTALLED RADIATOR, CONNECTED CAC PIPING, P/S OIL COOLER. -INSTALLED ENGINE WIRING HARNESS. INSTALL NEW BRACKETS TO SECURE WIRING FOR ALTERNATOR. -REPLACED ENGINE FUEL FILTER & OIL FILTER, REPLACED ENGINE OIL DUE TO COOLANT CONTAMINATION. -INSTALLED AIR FILTER AND PIPING. -REPLACED COOLANT DUE TO COMBUSTION CONTAMINATION AND PRESSURE TESTED, GOOD. -REPLACED RADIATOR PRESSURE CAP. -RECHARGED A/C. -PACKAGED AND TAGGED PARTS FOR WARRANTY. -STEAM CLEANED ENGINE. -PARKED TRUCK IN REGEN TO CHECK FOR LEAKS. REINSTALLED DPF AND REASSEMBLED AFTERTREATMENT SYSTEM. RESET DPF AND DOC MAINTENANCE. PUT ON REGEN AND NO LEAKS FROM GASKETS. INSTALLED STEPS AND PRESSURE WASHED OFF ENGINE. PUT ON REGEN ON WASH PAD AND LOGGED IT PAINT AND CHECK OVER -PERFORM REGEN AND RUN DPF RESTRICTION TEST, FAILED. -REPLACED DPF AND SENT DOC FOR CLEANING DUE TO PROGRESSIVE DAMAGE FROM FAILED HEADGASKET/PUSHING COOLANT OUT OF OVERFLOW.

Condition 4: OPERATION MOVED TO REPAIR ORDER S193074.3

Remedy Codes - VOID

Comment 4:

Condition 5: CUSTOMER CONCERN - CHECK ENGINE LIGHT IS ON

Comment 5: CAUSE: -INTERNAL NOx SENOR FAULT CORRECTION: -T/S FC 3446 WITH EDS DSCCD0653 -REPLACE INLET NOx SENSOR -CLEAR FAULTS AND RUN REGEN - OK -CLOSE EDS -PERFORMED RESTRICTION TEST - FAILED -REQUIRES DPF REPLACEMENT

Condition 6: OPERATION MOVED TO REPAIR ORDER S193078.1

Remedy Codes - VOID

Comment 6:

AB130008 Closed 01-09-23 341953K

Hour Meters: METER1 8816.0 METER2 METER3

Condition 1: MVI EXPIRES __ MAY 2023

Comment 1:

Condition 2: OK TO FLASH ENGINE ECM SOFTWARE? (Y/N) __ YES

Comment 2:

Condition 3: CUSTOMER CONCERN: LARGE AIR LEAK UNDER CAB

Comment 3: -AIRED UP UNIT -LIFTED BOX -FOUND RUBBED THROUGH AIR LINES ABOVE TANKS -REPLACED SECTIONS OF AIR LINE AND TIED UP PROPERLY -AIRED UP TRUCK, NO AUDIBLE LEAKS AT THIS TIME

AB129993 Closed 01-10-23 341953K

Hour Meters: METER1 8816.0 METER2 METER3

Condition 1: OPERATION MOVED TO REPAIR ORDER AB130008.1

Remedy Codes - VOID

Comment 1:

Condition 2: OPERATION MOVED TO REPAIR ORDER AB130008.2

Remedy Codes - VOID

Comment 2:

Condition 3: CUSTOMER COMPLAINT: CHECK ENGINE LIGHT IS ON - TRUCK SHUT DOWN - RECENT TURBO CODES

Comment 3: CAUSE: FAILED EXHAUST GAS PRESSURE SENSOR. CORRECTION: CONNECTED TO LAPTOP & CHECKED FAULTS. TROUBLESHOT FAULT 2451. STARTED EDS SESSION. 1.) NO PRIMARY FAULTS. 2.) FILTER IN GOOD CONDITION. 3.) NO FAULT FOUND WITH PRESSURE TUBE. CONFIRMED EXHAUST GAS PRESSURE SENSOR FAILED. REMOVED & REPLACED EXHAUST GAS PRESSURE SENSOR WITH NEW. CLEARED FAULTS & ROAD TESTED; GOOD. NO FAULTS RETURNED. ECM IMAGE UPLOADED TO EDS. REPAIR COMPLETE.

Condition 4: OPERATION MOVED TO REPAIR ORDER AB130008.3

Remedy Codes - VOID

Comment 4: -AIRED UP UNIT -LIFTED BOX -FOUND RUBBED THROUGH AIR LINES ABOVE TANKS -REPLACED SECTIONS OF AIR LINE AND TIED UP PROPERLY -AIRED UP TRUCK, NO AUDIBLE LEAKS AT THIS TIME

AB123671 Closed 12-22-21 264196K

Hour Meters: METER1 6765.0 METER2 METER3

Condition 1: PCUSTOMER COMPLAINT: CHECK ENGINE LIGHT IS ON

Comment 1:

AB123281 Closed 12-30-21 264196K

Hour Meters: METER1 6765.0 METER2 METER3

Condition 1: OPERATION MOVED TO REPAIR ORDER AB123671.1

Remedy Codes - VOID

Comment 1:

Condition 2: CUSTOMER COMPLAINT: CHECK ENGINE LIGHT IS ON. - DEF LEVEL CODES

Comment 2: CHECKED AND PRINTED FAULTS; SEVERAL ACTIVE FAULTS RELATED TO DEF LEVEL/QUALITY SENSOR. STARTED TROUBLESHOOTING CODE 3868. CHECKED FOR RELATED FAULTS; NONE LOGGED. CHECKED BATTERY VOLTAGE; GOOD. CHECKED DEF TANK HEATER RELAY; GOOD. CHECKED DEF TANK TEMPERATURE SENSOR READING; IN SPEC. CONFIRMED THAT DEF TANK HEATER CONTROL VALVE IS INSTALLED CORRECTLY, AND THERE IS NO DEBRIS IN THE VALVE. CHECKED FOR AVAILABLE CALIBRATIONS; NONE AVAILABLE. DIRECTED TO FOLLOW TSB 210187 FOR FAILED DEF QUALITY SENSOR. CONFIRMED THAT THERE ARE NO SENSORS AVAILABLE ANYWHERE. ORDERED SENSOR. ORDERED FLEET COUNT TO CHANGE ENGINE ECM CALIBRATION FROM HD10188 TO HD10531. INSTALLED NEW ECM CALIBRATION. COMPLETED WIRING FIX PER TSB. TOOK UNIT FOR ROAD TEST; GOOD. CUSTOMER TO RETURN WHEN SENSOR ARRIVES. *SENSOR HAS ARRIVED* REMOVED AND REPLACED COOLANT DIVERTER VALVE. REMOVED DEF TANK COVER AND REPLACED DEF LEVEL SENSOR. TIED UP HOSES AND HARNESS. BACKED SOFTWARE LEVEL BACK TO HD10188. TOOK UNIT FOR ROAD TEST; GOOD. JOB COMPLETE.

AB122589 Closed 10-18-21 254599K

Hour Meters: METER1 6461.0 METER2 METER3

Condition 1: CUSTOMER REQUEST: PARTS AND/OR LABOR NOT COVERED UNDER WARRANTY WORK ORDER AB122246

Comment 1:

AB122246 Closed 10-22-21 254599K

Hour Meters: METER1 6461.0 METER2 METER3

Condition 1: CUSTOMER COMPLAINT: CHECK ENGINE LIGHT IS ON LOW COOLANT ALARM COMES ON AND COOLING SYSTEM IS PRESSURIZING

Comment 1:

Condition 2: OPERATION MOVED TO REPAIR ORDER AB122589.1

Comment 2:

AB121905 Closed 12-30-21 251667

Hour Meters: METER1 6386.0 METER2 METER3

Condition 1: CUSTOMER COMPLAINT: CHECK ENGINE LIGHT IS ON

Comment 1: CAUSE: CORRECTION: DOWNLOADED AND CONFIRMED FAULT CODE 687. NO RELATED CODES. MANIFOLD PRESSURE SENSOR OK. NO DAMAGE TO TURBO SPEED SENSOR. CARRIED OUT TROUBLESHOOTING AND CONFIRMED TURBO SPEED SENSOR FAILED. REPLACED FAILED SENSOR. CLEARED CODES AND ROAD TESTED. COMPLETE.

AB121788 Closed 09-27-21 249753

Hour Meters: METER1 63041.0 METER2 METER3

Condition 1: CUSTOMER REQUEST: DEF LEAKING

Comment 1:

AB121609 Closed 08-31-21 247683

Hour Meters: METER1 6286.0 METER2 METER3

Condition 1: CUSTOMER COMPLAINT: CHECK ENGINE LIGHT IS ON

Comment 1:

AB120956 Closed 07-23-21 238999

Hour Meters: METER1 6054.0 METER2 METER3

Condition 1: CUSTOMER REQUEST: INSPECT DPF AREA-TOP COVER BENT AND DAMAGED-RELATED TO CONDITION 1 POSSIBLY?

Comment 1: DSBYV8710 Step one TSB does apply Read TSB and compared snap shot data customer is not waiting prescribed time before switching battery disconnect switch. Thus causing faults 5867 and 3574. Fault code 6486 Step one no primary fault codes logged Step two dosing unit lines, fittings are not crack plugged or restricted Step three diesel exhaust fluid is contaminated yes debris has been found in the tank the end tank filter has started to collapse on itself Removed all filter was definitely restricted replaced filter cleaned tank and reassembled. Removed DPF step and bracket. Removed def doser inlet screen. Found debris in screen. Opened up TSB180047. Inspected def pump heater element. No damage or flaking off. Contacted Cummins. They advised to check pump operation and use reuse guidelines. Flushed out def lines and pump. Took pictures of plugged filters and screens. Replaced screens and filled tank with DEF. Cleared all codes. Primed def system. Performed a Regen. Regen completed ok. No leaks. Washed off.

AB120893 Closed 07-26-21 238999

Hour Meters: METER1 6054.0 METER2 METER3

Condition 1: CUSTOMER COMPLAINT: CHECK ENGINE LIGHT IS ON-DERATED

Comment 1: Hooked up with INSITE, printed fault codes and found 6 active counts of fault code 1883. Inspected DPF differential pressure sensor tubes and found no sign of damage and tubes incorrect orientation. Checked DPF differential pressure sensor voltage and measured 0.94 volts. Replaced DPF differential pressure sensor, cleared fault codes and ran unit to confirm repairs - All ok. 15172950

Condition 2: OPERATION MOVED TO REPAIR ORDER AB120956.1

Remedy Codes - VOID

Comment 2:

AB119686 Closed 05-26-21 221845

Hour Meters: METER1 5658.0 METER2 METER3

Condition 1: CUSTOMER COMPLAINT: CHECK ENGINE LIGHT IS ON.

Comment 1: CAUSE: CORRECTION: DOWNLOADED AND CONFIRMED FAULT CODE 3725. NO RELATED CODES. ECM CALIBRATION OK. INTAKE NOX SENSOR FAILED. REMOVED AND REPLACED NOX SENSOR. CONNECTOR ON ENGINE SIDE HARNESS SEIZED/BROKE DURING REMOVAL. REPLACED CONNECTOR ON ENGINE HARNESS FOR INTAKE NOX SENSOR. CLEARED CODE. REGEN SUCCESSFUL. COMPLETE

Condition 2: CUSTOMER COMPLAINT; CHECK ENGINE LIGHT.

Comment 2: CAUSE: CORRECTION: DOWNLOADED AND CONFIRMED FAULT CODE 125. NO RELATED CODES. AIR FILTERS OK. BAROMETRIC PRESSURE SENSOR OK. REMOVED INTAKE PRESSURE/TEMP SENSOR AND FOUND PLUGGED WITH CARBON. CLEANED AND REINSTALLED. CLEARED CODE AND ROAD TESTED. OPERATION GOOD. COMPLETE

Condition 3: CUSTOMER REQUEST; CHECK ENGINE LIGHT

Comment 3: DOWNLOADED AND CONFIRMED FAULT CODE FOR TURBO INTAKE SENSOR. CHECKED FOR RELATED FAULT CODES-NONE. UNPLUGGED TURBO INTAKE TEMP SENSOR AND TESTED. CONFIRMED SENSOR FAILED. REPLACED TURBO INTAKE TEMP SENSOR. CLEARED CODE. CONFIRMED REPAIR. COMPLETE.

AB119086 Closed 04-27-21 214026

Hour Meters: METER1 5465.0 METER2 METER3

Condition 1: MVI Expires JUNE 2021

Comment 1:

Condition 2: CUSTOMER REQUEST: INSTALL ACCESS FLOORPLATE AND PARTS NOT COVERED BY WARRANTY

Comment 2: Cut open rubber floor in truck to match new floor cover. Removed floor plate for transmission removal/install. Floor plate sitting on bench with new bolts ready for install.

Condition 3: CUSTOMER REQUEST: RE-SURFACE FLYWHEEL

Comment 3: Removed flywheel from truck and machined, removed .058 thousandths from flywheel, flywheel is on bench with bolts ready for install. End shift

AB119074 Closed 04-28-21 214026

Hour Meters: METER1 5465.0 METER2 METER3

Condition 1: MVI Expires _____

Comment 1:

Condition 2: CUSTOMER COMPLAINT: TRANSMISSION SERVICE LIGHT ON PRINTED
FAULTS AND UPLOADED SAR TO EATON. LOOKED OVER FAULTS AND PERFORMED A QUICK
TROUBLESHOOTING ON CODE 27 FMI 7 FOR CLUTCH DISENGAGEMENT. FOUND NO

DEBRIS.CLUTCH RELEASE BEARING GAP AT 1/2\" AND GREASED WELL TO - RECORDED TP DELTA AT 18.813 DEGREES AND THE SOFTWARE IS UP TO DATE - FOUND IN VPA THERE WAS 194 COUNTS OF CLUTCH SLIP THAT HAD OCCURRED. FOUND CLUTCH SLIPPING, DEFECTIVE. STEAMED OFF TRUCK AND TRANS FOR REMOVAL PROCESS REMOVED DRIVELINE, PTO AND UNBOLTED/CAGED CLUTCH, REMOVED CLUTCH ACTUATOR/COOLER. PULLED TRANSMISSION FROM TRUCK. INSTALLED INERTIA BRAKE AND CLUTCH FORK, NEW GREASE LINES AND INSTALLED NEW CLUTCH, BOLTED UP FLYWHEEL WITH NEW PILOT BEARING, WRAPPED 38 PIN CONNECTOR HARNESS, LIFTED TRUCK AND OUT TRANS UNDER, LIFTED INTO PLACE AND BOLTED UP TRANS TO ENGINE, BOLTED UP CLUTCH TO FLYWHEEL, INSTALLED COOLER AND ALL SENSORS AND AIR LINES, INSTALLED CLUTCH ACTUATOR, INSTALLED DRIVELINE AND PTO. AIRED UP TRUCK TO PERFORM CLUTCH ADJUSTMENT. PERFORMED CLUTCH ADJUSTMENT, COMPLETED SUCCESSFUL. VGT4455875

Comment 2:

Condition 3: CUSTOMER COMPLAINT; ECA FAILURE TROUBLESHOOT FAULT 64, TMI-7. FOLLOWED TROUBLESHOOTING AND FOUND ECA NOT MOVING, DEFECTIVE. REMOVED ECA, INSTALLED NEW ONE, HOOKED EVERYTHING UP. PUT FLOOR COVER IN. ROAD TESTED TRUCK, NO PROBLEMS WITH TRANSMISSION DURING ROAD TEST. CHECKED OVER FOR LEAKS, NO LEAKS AFTER ROAD TEST. VGT4456670

Comment 3:

AB118953 Closed 04-16-21 212416

Hour Meters: METER1 5422.0 METER2 METER3

Condition 1: CUSTOMER COMPLAINT: CHECK ENGINE LIGHT

Comment 1: Hooked up to truck, printed codes off and attached to work order. Opened eds, started trouble shooting for fault 0125(intake manifold 1 pressure- data valid but below normal operating range. Step 1 related faults no faults listed logged, step 2 plugged air filter, air filter is plugged. Restricted air filter detected. Changed air filter, marked housing with date changed. Truck needs a road test to confirm air filter was the root cause. Road tested-operation ok. No faults returned. Brought back into shop. Connected Insite. Cleared logged faults. Closed EDS session. Parked truck and sanitized.

AB114527 Closed 10-14-20 177152

Hour Meters: METER1 4452.0 METER2 METER3

Condition 1: CUSTOMER COMPLAINT: CHECK ENGINE LIGHT ON

Comment 1: CAUSE: CORRECTION: DOWNLOADED AND CONFIRMED FAULT CODE 4154. NO RELATED CODES. PM SENSOR FAILED. REMOVED STEP FOR ACCESS. REPLACED PM SENSOR. REASSEMBLED AND CLEARED CODE. REGEN SUCCESSFUL. COMPLETE

AB114402 Closed 10-07-20 176801

Hour Meters: METER1 4443.0 METER2 METER3

Condition 1: CUSTOMER COMPLAINT: EXHAUST LEAK AT MANIFOLD AREA.

Comment 1: Inspected and found exhaust manifold leaking at slip joints and also a number 2 port EGR Inlet connection is also leaking and there is an update for this Went to parts got a price quote together and availability. Drained coolant into clean pail for re use, removed r/h ata piping, intake piping for access., removed exhaust pipe, turbo and manifold. Disassembled manifold. Cleaned and inspected all parts for re use. Re assembled with new exh manifold front section with double seals, original rear section with double seals and all required gaskets/seals. Painted repair area. Filled with original coolant. Pressure tested cooling system for leaks-ok. Had to remove exh pipe after turbo due to exhaust leak/loose clamp. Replaced both

with new. Ran engine, re checked-ok. Note #1 axle r/h backing plate broken
off at mount bolt. Unsafe. Removed remaining bolt and discarded as per
foreman. Sanitized and parked truck.
