



Barr None Mechanical Ltd  
63014 Township Road 724  
Lot #13  
Clairmont, AB T8X 0V1  
(587) 315-8850  
office@barrnonemechanical.com  
www.barrnonemechanicalltd.com

POSTED  
DEC 20 2024

EK30-2  
Invoice #8422  
Created: 12/5/2024  
Invoiced: 12/11/2024  
Payment Term: On Receipt  
Service Writer: Sylvan Barr

### Deck It Towing & Hauling

2006 INTERNATIONAL 4200 (#108)

VIN: 1HTMLAFM66H204047  
Mileage: 73,798

### Low Power

2534 Hrs

December 5, 2024 - MG

There is a complaint of low power and white smoke from the machine. Took the inlet pipe off turbo and found there is a small amount of oil coming from the crank case tube. Hooked up the laptop and found that there is no pressure from the MAP (manifold absolute pressure) sensor. The sensor will read a max of 0.3psi. Ordered a new sensor and find there is no change in the engine. Measured the low feed pump pressure at 75psi. Cleaned up tooling and work area.

December 09, 2024 - MG

Warmed up the engine and hook up laptop. Completed an "air management system" test and found that it failed. Code 345 comes active. This means that a component has failed with trying to complete the test. While the test is proceeding, it is noted that the "measured" exhaust manifold pressure is much higher than "desired" exhaust pressure. When the "high" turbo test is used there is a large difference in "measured" vs "desired" exhaust pressure. The EGR valve is fully closed off at this time. Found no restriction in the inlet system. There are no cracks in the charge air cooler. The tube to the exhaust pressure sensor is clear. When the exhaust sensor is unhooked, I get an error for disconnection. The engine has good oil pressure at 75psi. There are no other active error codes. The turbo vanes are stuck in the exhaust side housing. The turbo is not able to make boost pressure or control exhaust pressure. Cleaned up tooling and work area.

December 16, 2025 - TM

Picked up turbo for truck. Went to clients shop. Showed up and tried starting truck that wasn't in shop. Truck was too cold and did not have enough battery power to start. Hooked booster cables up and tried starting truck. Hooked deck truck up to unit and towed into the shop. Open hood and began tearing down intake system to remove turbo. Remove turbo replaced all applicable gaskets and reinstalled with new Turbo. Hooked up intake track and exhaust. Prime Turbo with oil and prepared to start it again. Started truck check for oil leaks and exhaust leaks. Once no oil leaks were detected did a Air management test to verify no codes present. No codes were present at time went for a drive in the yard. Unit wasn't building any boost still and had very little throttle response. Bring unit back into shop. Began diagnosing lack of boost and little throttle response. Found good back pressure no boost and vgt was actuating fine. Injector cutout test seems fine, truck ran ok. Removed exhaust off back of Turbo and tried again. Found catalytic converter was plugged causing excessive back pressure and not being able to build boost. Believe that catalytic converter being plugged cause excessive load and factory turbo and cause damage to vanes on factory Turbo. Cleaned up tools. Cleaned up bay and left.

December 17, 2025 - TM

Drove to go get parts for exhaust. Went to client's shop. Cut catalytic converter off and rebuilt exhaust using muffler and adapters to fit muffler. Once muffler was fitted to exhaust and 90° pipe was fitted to muffler the original catalytic converter bracket was shaped to fit muffler and tacked on. Went for road test and unit built proper boost and horsepower, unit test drove fine. Exhaust is not too loud. Clean up tools and left customers shop.

Description	HRS	Subtotal
1 Field Regular (\$150/hr)	17.5	\$2,625.00
Shop Supplies (7%): \$183.75 GST (5%): \$140.44		Total: \$2,949.19

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Thank you for your business. The work is complete and your payment is due upon pickup of the vehicle. Mechanics liens may be placed on vehicles until repairs are paid for in full. Please contact us promptly if you have any questions about anything we did.

Please make all cheques payable to Barr None Mechanical Ltd. All invoices due 30 days after invoice date. An additional 8.5% per month will be charged on overdue accounts. If you have any questions concerning this Invoice please contact Andrew or Sylvan at 587-315-8850 or Email: office@barrnonemechanical.com  
GST# 74194 6321 RT0001

Signature \_\_\_\_\_

Parts .....	\$0.00
Labor .....	\$2,625.00
Subtotal .....	\$2,625.00
Shop Supplies .....	\$183.75
GST .....	\$140.44
PST .....	\$0.00
HST .....	\$0.00
<b>Grand Total .....</b>	<b>\$2,949.19</b>
Paid To Date .....	(\$0.00)

<b>REMAINING BALANCE</b>	<b>\$2,949.19</b>
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**GRANDE PRAIRIE**  
 9916-108 Street  
 Grande Prairie, AB T8V 4E2  
 Phone: (780) 532-3541  
**WWW.DIT.CA**  
 GST# 101382109

DATE ENTERED 09 DEC 24	YOUR ORDER NO. BARR NONE	DATE SHIPPED 09 DEC 24	INVOICE DATE	INVOICE NUMBER Q100368
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ACCOUNT NO.  
DECK IT TOWING & HAULING LTD

PH: .3  
DECK IT TOWING & HAULING LTD

PAGE 1 OF 1

SHIP VIA MARLIN				SLSM. 8150	BILL OF LADING NO. 6H201047	TERMS CASH ACCOUNT	F.O.B. POINT GRANDE PRAIRIE A	
ORD.	SHIP	B.O.	BIN	PART NO.		DESCRIPTION	NET	AMOUNT
1	1	0	SO	5010448R93		KIT TURBOCHARGER RE	4808.35	4,808.35
				CORE DEPOSIT			575.40	575.40
				**** I N		V O I C E Q U O T E - DO NOT PAY ****		



Customer Invoice

Quotes valid for 7 days. Cores require inspection before credit can be issued. Parts returned must be in re-salable condition. GST # 101382109RT0001 CUSTOMER'S SIGNATURE X						PARTS	5,383.75
						FREIGHT	0.00
						SALES TAXES	269.19
						TOTAL	\$5,652.94

VENDOR IS DIAMOND INTERNATIONAL TRUCKS LTD. DIAMOND TRUCKS CENTRES IS THE TRADEMARK. ALL CLAIMS AND RETURNED GOODS MUST BE ACCOMPANIED BY THIS INVOICE. NO RETURNS ON ELECTRICAL OR SPECIAL-ORDER PARTS. NO RETURNS AFTER 30 DAYS. 15% RESTOCKING CHARGE ON ALL RETURNED PARTS.

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