

F42-1
MAY



Edmonton Main: 18020 - 118 Avenue, Edmonton, Alberta, T5S 2G2
P: 780.483.6666 TF: 800.252.7981 F: 780.484.2173
Edmonton West: 11603 - 181 St. Edmonton, Alberta, T5S 2K5
P: 780.483.6666 TF: 800.252.7981 F: 780.484.2173
Fort McMurray: 340 MacKenzie Boulevard, Fort McMurray, Alberta, T9H 4C4
P: 780.715.3627 TF: 866.715.5111 F: 780.715.3657
Grande Prairie: 12020 - 101 Avenue, Grande Prairie, Alberta, T8V 8B1
P: 780.539.9991 TF: 888.539.5414 F: 780.539.9902
www.stahlpeterbilt.com

SERVICE INVOICE #
SR178119
DATE
05-10-24

REPRINT
CUSTOMER INVOICE

Sold To: SANDY CREEK TRUCKING LTD
52365 BOX 3086
FORT SASKATCHEWAN, AB T8L 2T1
780 203-9260

Ship To: SANDY CREEK TRUCKING LTD
BOX 3086
FORT SASKATCHEWAN, AB T8L
2T1

Year	Make / Model	VIN	License	Mileage	Unit/Stock
2019	Peterbilt / 389	1NPXLP9X2KD493635		669098K	M30
Truck Vocation	Delivery Date	Engine Hours	Engine Model / Serial #	Transmission Model/Serial #	
	05-23-18	12334.0	MX-13 / Y156587	RTLO18918B / P1138258	

Name	P.O. Number	Open Date / Time	Complete	Service Writer
		02-22-24 / 07:26AM	04-13-24	ASD*RSB

Tax ID Date: Tax ID:

- LOYALTY DISCOUNT IF APPLICABLE Default Variation LOYALTY DISCOUNT IF APPLICABLE
Loyalty discount not applicable.
- NOT DELETED - ENGINE IS NOT DELETED AND PROGRAMMING HAS NOT BEEN ALTERED FROM FACTORY SPECIFICATIONS
Engine not deleted.
- POSSIBLE HEAD GASKET ISSUE - LEAKING COOLANT OUTSIDE OF THE BLOCK
Confirmed customer complaint. Ran trip and chart report. Removed and inspected EGR cooler; dry. Drained coolant from system to check for exhaust gas in cooling system, verified leak from head gasket. Removed AC charge. Removed coolant lines and AC lines. Removed EGR cooler to access turbo. Dropped turbo, removed two turbo bolts due to being seized. Removed full lines and harness. Removed valve cover and rocker assemblies. Removed push tubes. Removed head bolts. Removed all back pieces of head. Noticed head gasket starting to come apart by weep hole. #6 starting to push pressure out of head gasket. Cleaned block surface and checked liner heights. #3 and #2 has one side sitting low. #6 is low at 0.10mm and one spot is at .08mm. Removed oil pan to inspect cam. All cam lobes have frost banding starting to peel. #4 lobe you can feel pits in with a pick. Removed #6 liner to inspect counterbore. Cleaned #6 counter bore surface. Shows signs of pitting. Disassembled head for inspection. #3 injector completely stuck in head and will not come out. All injectors were found to be hard to remove. Found #3 has rust built up in injector bores. Cleaned bottom of head and checked valve recession. #6 exhaust valves receding into head. Head not good for reuse. Cam showing signs of peeling. Cut open oil filter. Not a lot of metal but little pieces present. Removed #5 and #6 rod bearings, not bad. Removed #4, #5, and #6 mains. #4 showing slight metal. TCS 06315216. Removed and stripped necessary components to prep for long block. Un did clutch and bell housing bolts. Supported transmission. Set on stands and started stripping block and building core. Noticed lots of lock tabs and bolts missing. Changed over CCV filter to non serviceable style. Clutch intermediate plate cracked and needs to be replaced. Installed all turbo side components. Installed new oil module. Old one had corrosion on sealing glands to block. Would not seal properly. Installed manifold, torqued to spec. Installed turbo and torqued to spec. Hooked up all coolant and oil lines. Installed EGR cooler. Installed EGR valve. Lock for EGR valve



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electrical connection broken. Replaced plug. Painted and installed all turbo side components. Changed pan to rear sump from front sump. Hooked up lifting bracket and chains. Lifted engine up. Removed pan, pump and stiffener plate. Set engine back into shipping stand and secured. Installed dip stick. Fixed all wiring connectors and front driver side of engine. Cleaned and installed fuel filter module. Torqued. Fixed J3 ECM connector lock; broke during removal. Ran all intake side wiring and secured. Removed air compressor. Found that drive side of gear teeth have damage. Repaired rub spots in the harness, amp meter and constant power fuse. Power steering pump installed. New o ring torqued to spec. Painted. Hooked up lifting bracket and crane. Hooked up trans and engine mounts. Torqued bell housing bolts. Swapped bottom end components over for rear sump. Torqued. Installed all starter wiring and rackets. Secured. Hooked up air piping. Filled engine with oil and coolant. Drained coolant twice to fix two leaks. One at turbo line at back of engine and o ring at fill neck. Had trouble starting unit as lots of air. Confirmed operation and no leaks. Noticed amp gauge jumping all over. Got condition added to diagnose. Charged ac system. Ran unit up to temp with no issues. Road tested. Replaced oil filter due to being cut open for inspection for metal. Topped up coolant. Installed EPA label and performed power down. Confirmed repairs.
 CU-2418701

>> WARRANTY PENDING <<

2189588PRX MX13EPA17 Long block supplied by warranty
 TCS Case# 06315216

Qty	Part Number	Description
1	VL2136	VALVE-DRA
1	2173001PE	INSTALLAT
6	1313120PE	BOLT-FLAN
6	1865847PE	O-RING, I
6	1638270PE	O-RING IN
6	2127551PE	RING SEAL
4	1313122PE	BOLT-FLAN
2	1863266PE	PLUG, W/
1	1857669PE	SET-GASKE
1	2134899PE	PIPE-COOL
1	2102335PE	COOLANT P
1	1923003PE	GASKET
1	2234788PE	PACCAR OI
1	2234788PE&	EHC



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	Tax ID Date:	Tax ID:
2 2405076PE	FUEL INJE	
18 2135209PE	FLANGE BO	
1 1858032PE	SEAL - BOND	
1 1858039PE	SEAL, 13.	
1 2299013PE	CV REPLAC	
1 05-1867-513.356	PAINT-ENG	
50 CT05512	TIE-CABLE	
100 CT03316	TIE-CABLE	
1 2027148PE	O-RING, 2	
1 1-1418390-1	CONNECTOR	
1 2118305PE	PIPE-COMP	
1 05-1867-513.356	PAINT-ENG	
1 1893478PE	SENSOR-TE	
1 HWC06905	BOLT-HEX	
1 571-1703838-1	SLIDE LCK	
1 571-1564562-1	SLIDE LCK	
1 571-1-1418480-1	CONNECTOR	
1 571-2-1418479-1	CONNECTOR	
1 571-1564562-1	SLIDE LCK	
1 1682342PE	PIPE-OIL	
1 1858032PE	SEAL - BOND	
1 23214MSC	TERM-BUTT	
1 23630MSC	H S TUBIN	
6 1743262PE	BOLT-FLAN	
2 23214MSC	TERM-BUTT	
1 23275MSC	TERM-BUTT	
1 23630MSC	H S TUBIN	
1 1907399PE	GASKET-AI	
1 1858039PE	SEAL, 13.	
1 2274899PE	O-RING	
2 1608394PE	RING-SEAL	
2 1608393PE	RING-SEAL	
1 2111441PE	GASKET, O	
20 CT05512	TIE-CABLE	
1 CT9444TRP	CLAMP-CON	
1 CTD6511	TIE-CABLE	
1 D42-1005	GASKET-TU	
1 G5A-10	CLAMP	
1 D42-1003	GASKET-CH	
1 2128518PE	O-RING, 2	
40 257000-990C	CHV DELO4	
40 257000-990C&	EHC	



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780 203-9260

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37 227811-800	A/F 50/50
4 227811-800	A/F 50/50
2 90-0012	CLAMP-V B
2 1844896PE	GASKET-EX
1 1889038PE	COUPLING-
3 227811-800	A/F 50/50
3 227811-800	A/F 50/50
1 1873490PE	HOSE/PIPE
1 2118375PE	CLAMPING
1 2104016PE	CLAMP
1 2047600PEX	INJECTOR,
1 2047600PEX#	CORE

*** 2047600PEX Injector core is seized into the block and core left on the work order

PLEASE PAY THIS TOTAL 0.00

Terms and Conditions:

Repair Acknowledgment: I, the undersigned owner or representative, acknowledge the indebtedness related to the repair and service work listed above, along with the purchase and installation of any necessary parts and materials. I confirm I have the authority to bind the owner.

Payment Terms: Payment for repairs are due upon receipt of unit unless charged to customer's account. Payment of account is due in full by the 15th day of the month following the statement date. Unpaid balances will be charged interest of 2% per month compounded monthly (26.82% per annum).

Garage Keepers Lien: By signing below you acknowledge and agree that the vehicle described above is subject to a Garage Keepers' Lien in favor of Stahl Peterbilt Inc., for the full dollar amount of repairs, parts, accessories, materials, and services provided by Stahl Peterbilt Inc., as permitted under the Garage Keepers' Lien Act (Alberta), as amended from time to time.

Warranty Considerations: Stahl Peterbilt Inc. will submit a warranty claim to the manufacturer for any portion of this repair that is designated for warranty considerations. If the manufacturer rejects the claim or a portion of the claim, the owner shall pay that portion which is rejected in accordance with the Payment Terms set out above.

Warranty Limitation: Subject to the requirement below, all repair and services carry a 30 day warranty from the date Stahl Peterbilt Inc. completed the work. The owner must advise Stahl Peterbilt Inc. of any warranty claim within 5 days of the failure date. Certain Parts, products, accessories, materials, and other items used in completing the repair and service work may be manufactured and supplied by third parties. The quality and workmanship of such items are entirely outside the control of Stahl Peterbilt Inc. and Stahl Peterbilt Inc. makes no warranties, whether expressed, implied, statutory, or otherwise, including any warranty of merchantability or of fitness for a particular purpose with respect to such items.

Responsibility for Vehicle and Contents: Stahl Peterbilt Inc. is not responsible for loss or damage to the vehicle, or to articles left in vehicles, in case of fire, theft, vandalism, or accident.

Print Name: _____ Authorized Signature: _____ Date: _____

Drivers License: _____



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SERVICE INVOICE #
MS12571
DATE
03-16-22

Sold To: SANDY CREEK TRUCKING LTD
 52365 BOX 3086
 FORT SASKATCHEWAN, AB T8L 2T1
 780 720-4761

Ship To: SANDY CREEK TRUCKING LTD
 BOX 3086
 FORT SASKATCHEWAN, AB T8L
 2T1

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Year	Make / Model	VIN	License	Mileage	Unit/Stock
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Delivery Mileage	Delivery Date	Engine Hours	Engine Model / Serial #	Transmission Model/Serial #	
	05-23-18	8765.0	MX-13 / Y156587	RTLO18918B RTLO18918B / P1138258	

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	473903	02-11-22 / 03:48PM	02-28-22	FLO*SLN

Tax ID Date: Tax ID:

- *****ROAD SERVICE TRAVEL INFORMATION*****
 TECHNICIAN MUST COMPLETE BELOW INFORMATION FOR ALL ROAD SERVICE WARRANTY REPAIRS
 START LOCATION: _____ END LOCATION: _____
 START TIME: _____ END TIME: _____
 START ODOMETER: _____ END ODOMETER: _____
 Travel to and from customer location at Sandy Creek Trucking shop north of Opal Alberta.
 February 18
 Odometer in 155,423 km
 Odometer out 155,579 km
 February 28
 Odometer in 157,416 km
 Odometer out 157,572 km

TOTAL LABOR

\$843.80

- Customer requests software updates
 Hooked up laptop and communicated with PCI and EAS. Submitted back office request through PVP for updated software. Programmed PCI and EAS modules, halfway through EAS programming module crashed. Restarted laptop and reset truck modules. Tried communicating but no communication on A-CAN. After J3 connector was replaced there was still no communication. Checked all power, grounds and ignition to EAS - good 12 volts and load tested all circuits with headlight. Found previous repair on EAS power wire and butt connector had internal corrosion. Cut away and ran new power wire to EAS connector from previous repair location in harness as wiring is now too short. Checked A-CAN high and low wiring. Voltage to ground with all modules and components connected is approx. 2.45 volts. Powered down CAN wiring and checked terminating resistance. Both in spec at 121 ohms and 59-63 ohms in parallel. Load tested A-CAN wiring, able to support good headlight load with all components disconnected (just wiring by itself). Tried test EAS, def tank harness, CES DPF/SCR harness, test PCI - no communication. Traced A-CAN wiring to J2/J3 DAF harness crossover section. While disconnecting found J3 connector cracked and separated behind locking c-clip. Found corroded pins. Replaced pins and connector shells. Tested harness further up, no issues. Still no communication. Ran pin to pin A-CAN overlays from along aftertreatment harness (harness is 2-3 weeks away). Still no communication. Also tried reprogramming PCI several times. Good communication to PCI, but nothing between PCI and EAS. Unit will come to the main shop for



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Tax ID Date: Tax ID:
 further diagnostics and repairs

TOTAL LABOR \$928.18
 TOTAL PARTS \$79.00

Qty	Part Number	Description	List	Unit	Extended
50	J1939/2002-0	CABLE	\$72.50	\$1.45	\$72.50
10	1-1961JDSP	CONNECTOR	\$6.50	\$0.65	\$6.50

3 Check and repair A-CAN not communicating
 Customer requested to have software updates performed and programming done. During programming the EAS module update crashed. Found intermittent communication to EAS module. Customer noted that unit would occasionally turn on DEF telltale and CEL on dash but then go out while driving. Initial download on unit prior to programming also showed long list of inactive CAN communication codes. Troubleshoot intermittent CAN dropout. Checked power, ground and ignition at EAS module. Load tested wiring. Good 12 volts and able to carry a good load on all circuits. Disconnected all J1939 A-CAN components one by one to see if anything is shorted causing CAN drop out. With only PCI and EAS modules connected still had no communication. With everything disconnected off CAN network load tested wiring on both ends. No issues, circuit able to carry good load. Reconnected all components and check resistors. Good 121 ohms at PCI and DEF tank harness. Good 59-63 ohms in parallel. With all components connected and CAN powered up measured good 2.45 volts to ground on CAN high and low. Made TCS case # 04913379. Submitted all findings. Was told to try test PCI. Installed good known test PCI. Broke J3 ECM connector on removal. Had to repin and replace connector. Test PCI still not communicating with EAS. Checked over harnesses again and traced ACAN wiring back to PCI. Removed J2/J3 DAF harness cross over connection above crossmember, evacuated HVAC system, removed a/c compressor and alternator for access to J3/J2 harness and connections. Fully removed J3 harness to check for any exposed wiring that also may be causing this intermittent issue - no other issues noted. Had to partially remove the J2 in to get to connection due to how tight the harness is to the frame rail. Removed locking c-clip and finally found that the J3 DAF harness connector J135C is cracked and separated. Found pins corroded. Removed both connector ends and installed new wire repair ends. Replaced connector shells and reinstalled. Had difficult time performing repair as harnesses are tight to frame rail with lots of



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air lines and wiring in the way.
 CU-477189

Tax ID Date: Tax ID:

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Qty	Part Number	Description
1	1797900PE	CONNECTOR
1	1-1355118-1	RETAINER
1	1-1355133-1	LEVER-CON
24	571-1241608-6	TERMINAL
1	2-1355123-3	CONNECTOR
36	2106443PE	ELECTRICA
1	1-1355122-2	BACKSHELL
1	571-1-1418479-1	CONNECTOR
1	1806214PE	CONNECTOR
1	1808631PE	CONNECTOR
4	PACSV-0017	TERMINAL
12	1-1961JDSP	CONNECTOR
1	571-1703810-1	SLIDE TAB
1	1745605PE	CONNECTOR
1	571-1564562-1	SLIDE LCK
2	CN25200	TERMINAL -
2	CN24550	TERMINAL -
2	76-3308PK	TERMINAL
2	76-3309PK	TERMINAL
8	PACSV-0013	TERMINAL

MISCELLANEOUS SUPPLIES \$141.75

G.S.T. - REG. NO. 870331105 RT0001 5 % OF \$1,992.73 = \$99.64

CUST MECH LBR-TRK	4510.91	\$1,771.98
P&A-TRK RO-MECH	4610.91	\$79.00
OTHER SUPP-SRV-CHG'D	611D.91	\$141.75
G.S.T. 870331105 RT0002215.1		\$99.64
52365 CHARGE	2200.1	\$2,092.37

Terms and Conditions:

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 Garage Keepers Lien: By signing below you acknowledge and agree that the vehicle described above is subject to a Garage

Warranty Considerations: Stahl Peterbilt Inc. will submit a warranty claim to the manufacturer for any portion of this repair that is designated for warranty considerations. If the manufacturer rejects the claim or a portion of the claim, the owner shall pay that portion which is rejected in accordance with the Payment Terms set out above.
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