

1501 NORTH HIGHWAY 59
MARSHALL, MN 56258



(866) 496-6695

Sold ACT LIMITED-CENTRAL DISPATCH - 67561
To 220 S JACKSON
MINNEOTA MN 56264

Ship ACT LIMITED-CENTRAL DISPATCH - 67561
To 220 S JACKSON ST
MINNEOTA MN 56264

SERVICE INVOICE RA305010824:01
ESTIMATE: ES305005474

UNIT NO: 36	CONTACT #: (507) 872-6018	MILEAGE: 690,939
VIN: 1FUJGLD57FLGP4088	P.O. NO: USE UNIT #	LICENSE:
YEAR/MAKE/MODEL: 2015 / Freightliner / CA125 CASCADIA	DATE CREATE: 6/23/22	ENG HRS: 0
ENGINE/MODEL/SN: Detroit / DD15 / 472906S0291191	DATE INVOICED: 8/31/22	R RATIO: 3.25
TRANS/MODEL/SN: Eaton Fuller / FRO-15210C / P0819299	DRIVER CONTACT:	TAG #: PHIL
RXLS/MODEL/SN: / /	DATE SCHEDULED: 6/23/2022 10:01:47	DEL MILE:

Sold Operations

JOB #1 COURTESY VEHICLE INSPECTION

COMPLAINT COURTESY VEHICLE INSPECTION **
CAUSE
CORRECTION

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
-----	------	-------------	------------	------------

Prepay: Parts: Labor: Misc: Sublet:

JOB #2 EA EXPRESS ASSESSMENT

COMPLAINT EXPRESS ASSESSMENT ** DIAGNOSE AND REPORT: OIL LEAK ON LEFT SIDE OF ENGINE ###DRIVER SAID IT IS TOO WET FOR HIM TO GET IDEA OF WHERE IT IS COMING FROM###

CAUSE

CORRECTION 20527- BROUGHT TRUCK INSIDE AND PERFORMED CI
FOUND INJECTOR HARNESS O RING BEHIND RETAINING CLIPS ARE LEAKING
FOUND INJECTOR PASS THROUGH SEALS 2-5 HAVE WETNESS AROUND THEM (MAY AS WELL DO ALL 6)
FOUND VALVE COVER GASKET LEAKING ON RIGHT REAR CORNER AND POTENTIALLY ABOVE INJECTOR HARNESS CONNECTORS
NOTED ON CI THAT CRANK CASE BREATHER TUBE GOING INTO BLOCK HAS A LITTLE OIL COMING DOWN THE SIDE OF THE BLOCK
SENT EMAIL ON OIL LEAKS FOUND

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR EA-10	EXPRESS ASSESSMENT		148.00

Prepay: \$0.00 Parts: \$0.00 Labor: \$148.00 Misc: \$0.00 Sublet: \$0.00 \$148.00



Sold Operations (Cont.)

JOB #3 0 MAINTENANCE

COMPLAINT MAINTENANCE ** DIAGNOSE AND REPORT: FAULT CODE ###545 25###
 CAUSE
 CORRECTION 20527- HOOKED UP TO TRUCK
 HAS ACTIVE CODE (1548/5) FRONT HVAC DUCT TEMP CIRCUIT CODE'
 SENT EMAIL TO SERVICE FOR A REPORT

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 0-10	MAINTENANCE		0.00
Prepay: \$0.00 Parts: \$0.00 Labor: \$0.00 Misc: \$0.00 Sublet: \$0.00				\$0.00

JOB #4 100 ENGINE

COMPLAINT REPLACE ALL 6 FOOTBALL GASKETS, VALVECOVER GASKET AND INJECTOR HARNESSSES
 CAUSE
 CORRECTION 20527- REMOVED FRONT BUMPER
 REMOVED ENGINE AIR FILTER HOUSING AND PIPING
 REMOVED AIR COMPRESSOR FRESH AIR PIPE
 REMOVED ENGINE AIR FILTER HOUSING BRACKETS
 REMOVED CABIN AIR FILTER ACCESS
 REMOVED RAIN TRAY
 REMOVED VALVE COVER
 REMOVED ELECTRICAL CONNECTORS
 REMOVED INJECTOR HARNESS
 REMOVED ALL 6 INJECTOR FEED LINES
 REMOVED ALL 6 INJECTOR PASS THROUGH SEALS
 USED SCOTCH BRITE PAD AND CLEANED UP SEAL SURFACE
 CLEANED INJECTOR FEED LINES
 INSTALLED INJECTOR FEED LINES
 AND TORQUED THE LINE NUTS
 TORQUED THE PASS THROUGH SEAL MOUNTING BOLTS
 GOT ALL 6 LINES TORQUE WITH SEALS AND MARKED WITH PAINT PEN
 REMOVED VALVE COVER GASKET
 INSTALLED NEW VALVE COVER GASKET
 #####DID NOT CHARGE ANY LABOR FOR THESE REPAIRS##### REDID ON OVERHAUL!@!###

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
1	305D/BRZ CT 350 L SS	CLAMP-CT HOSE 2 3/4-3 5/8 5	7.67	7.67
6	305D/DDE A4720780180	INJ SEAL	11.11	66.66
1	305D/DDE A4721506233	WIRING HARNESS FUEL INJECTOR F	92.15	92.15
1	305D/DDE A4721506333	WIRING HARNESS FUEL INJECTOR R	102.26	102.26
Prepay: \$0.00 Parts: \$268.74 Labor: \$0.00 Misc: \$0.00 Sublet: \$0.00				\$268.74

Sold Operations (Cont.)

JOB #5 100
ENGINE

COMPLAINT REPLACE OIL PAN GASKET,BOLTS,FRONT COVER,SEAL AND SUMP O-RINGS

CAUSE

CORRECTION ##NO LABOR CHARGE - PROVIDED ON OVERHAUL###

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
1	305D/DDE A0169970646	SEAL RING	33.17	33.17
1	305D/DDE A4700111007	FRONT ENGINE COVER	50.30	50.30
1	305D/DDE A4720110380	MOUNTING GASKET FRONT ENGINE C	13.67	13.67
1	305D/DDE A4720140322	SEAL	39.06	39.06
18	305D/DDE A4720140583	MOUNTING BOLT ASSEMBLY OIL PAN	6.06	109.08
2	305D/DDE A4721870880	O-RING OIL SUCTION LINE	8.71	17.42
2	305D/DDE A4721870980	O-RING OIL PRESSURE LINE	8.17	16.34
1	305D/DDE A4721881480	SEAL OIL SUCTION MANIFOLD	15.22	15.22
1	305D/DDE A5411870080	O-RING TURBOCHARGER OIL RETURN	9.04	9.04
46	305D/MBL 125152	MOBIL DELVAC HDEO 15W-40 BULK	3.75	171.65
1	305H/OTC BC	BRAKE CLEANER	2.99	2.99
1	FRT	FREIGHT	0.00	0.00

Prepay: \$0.00 Parts: \$477.94 Labor: \$0.00 Misc: \$0.00 Sublet: \$0.00 \$477.94

JOB #6 0
MAINTENANCE

COMPLAINT B-SERVICE

CAUSE

CORRECTION CHANGED OIL FILTER
PUT OIL IN
CHANGED FUEL FILTERS
GREASED CHASSIS
DIFFS ARE GOOD
TRANS IS GOOD
STARTED TRUCK
TOPPED OFF OIL

#####PARTS ONLY TO COMPLETE#####

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 0-10	MAINTENANCE		0.00
1	305B/CA5790	Channel Flow Air Element	130.83	130.83
1	305B/PF9908 KIT	Fuel Filter Kit	74.70	74.70
1	305D/DDE A4731800909	TS OIL FILTER	29.98	29.98
2	305D/MBL 121929	XHP GREASE 13.70 OZ	2.75	5.50
7	305D/MBL 125152	MOBIL DELVAC HDEO 15W-40 BULK	3.75	25.24

Prepay: \$0.00 Parts: \$266.25 Labor: \$0.00 Misc: \$0.00 Sublet: \$0.00 \$266.25

Sold Operations (Cont.)

JOB #7 OVRHDS \$475 OVERHEAD SPECIAL

COMPLAINT \$425 OVERHEAD SPECIAL

CAUSE

CORRECTION

20527- REMOVED COVER

INSTALLED ENGINE BARRING TOOL

BARRED ENGINE OVER TIL THE DOT SHOWED UP ON THE FLYWHEEL

CHECKED VALVES TO SEE WHICH TDC I WAS ON

#1 TDC INTAKE VALVES ARE TO TIGHT

ADJUSTED VALVE ON #1 TDC

BARRED ENGINE OVER TO #6 TDC AND ADJUSTED VALVES

HAD AN ASSISTANT BAR ENGINE OVER SO I COULD WATCH INTAKE WHILE I SET JAKES

GOT JAKES SET

OVERHEAD COMPLETE

####VOIDED LABOR CHARGE ON THIS - WAS REDONE ON OVERHAUL!!!!##

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 100-20	STANDARD-ENGINE		0.00
Prepay: \$0.00 Parts: \$0.00 Labor: \$0.00 Misc: \$0.00 Sublet: \$0.00				\$0.00

JOB #8 100 ENGINE

COMPLAINT REPLACE OIL SPINNER CONNECTOR

CAUSE

CORRECTION

20527- POPPED OFF OIL SPINNER CONNECTION

REMOVED THREAD IN FITTING

INSTALLED NEW FITTING AND HOOKED UP OIL SPINNER CONNECTION

TURBO DRAIN TUBE IS LEAKING AT THE BLOCK

GOT NEW O RING FOR DRAIN TUBE

REMOVED CAC PIPE

HAD TO DISCONNECT AT BOTTOM OF TURBO

GOT LINE OUT

REMOVED O RING

INSTALLED NEW O RING ONTO PIPE

TURBO DRAIN WAS A METAL GASKET

REUSED GASKET

GOT TURBO DRAIN INSTALLED

PUT CAC PIPE BACK ON

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 100-10	ENGINE		148.00
1	305D/DDE A0049971371	SCREW IN FITTING CRANKCASE BRE	12.88	12.88
1	305D/DDE A0189973145	O-RING	5.81	5.81
Prepay: \$0.00 Parts: \$18.69 Labor: \$148.00 Misc: \$0.00 Sublet: \$0.00				\$166.69

Sold Operations (Cont.)

JOB #9 13

AIR SYSTEMS

COMPLAINT

REPAIR AIR LEAK ON FIREWALL

CAUSE

CORRECTION

20527- BROUGHT TRUCK INSIDE
 SPRAYED AIR FITTINGS BY FIREWALL
 FOUND 2 TO 1 RED 3/8 AIR LINE FITTING LEAKING
 BOTH TOP TRUTTLE VALVE AIR FITTINGS WERE LEAKING
 REPLACED TOP FITTINGS WITH COMPRESSION STYLE
 REPLACED RED 3/8 AIR LINE TO TRUTTLE VALVE ENDS WHERE CREASED WELL AND DID NOT HAVE ENOUGH
 SLACK TO TRIM ENDS OFF
 DID NOT HAVE 2 TO 1 VALVE HERE
 HOOKED AIR LINES BACK UP
 RAN TRUCK AND FOUND BOTTOM COMPRESSION STYLE FITTING WHERE IT THREADS IN AT IS BUBBLING
 UP WHEN SPRAYED WITH SOAPY WATER
 WILL RE-SEAL COMPRESSION STYLE FITTING FOR GREEN AIR HOSE ON BOTTOM OF TRUTTLE VALVE
 REMOVED AIR LINES AT BOTTOM OF TRUTTLE VALVE
 PUT THREAD SEALANT ON BOTH FITTINGS ON THE BOTTOM THEY DIDNT HAVE VERY MUCH OF ANYTHING
 ON THEM
 GOT LINES HOOKED UP
 MOVED TRUCK IN BETWEEN STALLS FOR THE OIL LEAKS

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 13-10	AIR SYSTEMS		75.00
1	305D/23-14401-001	CONNECTOR-Y PTC .38NT .38NT .3	10.50	10.50
2	305D/PH VS269NTA6 6	ELBOW MALE	4.04	8.08
9	H3	HARDWARE	0.60	5.40

Prepay: \$0.00 Parts: \$18.58 Labor: \$75.00 Misc: \$5.40 Sublet: \$0.00 \$98.98

Sold Operations (Cont.)

JOB #10 0

MAINTENANCE

COMPLAINT

APPROVED ESTIMATE TO REPAIR FUEL LEAK

CAUSE

CORRECTION

-took the injector lines loose off rail and out of injectors
 pulled all injector lines out
 disconnected electrical
 took high pressure lines off pump
 took brackets all loose for high pressure lines
 took return line banjo bolt out
 once everything was unhooked from the fuel rail
 took fuel rail hold down clamps off
 pulled fuel rail off engine and put on table
 got new fuel rail out of box
 set the back three injector lines in place with football gaskets and ran up the number 6 injector line on injector side
 set rail in place and rotated it so it was in place to get the three injector lines in place
 put all injector lines in place and snugged up
 put rail return line banjo bolt back in - had to go up front and wait for 10 min to get new seal washers as didnt get correct one
 put high pressure lines in place
 put the brackets in place
 put p clamps around high pressure lines and bolted them to bracket
 tightened bracket onto the fuel rail clamp
 tightened up the high pressure fuel lines on pump side and fuel rail side to 30 ft lbs
 tightened all injector lines to 30 ft lbs
 tightened the fuel rail clamp bolts to 120 inch lbs
 waiting for the front three fuel injector lines to show up
 -was told to re use lines as the new injector lines are still on back order
 put new football gaskets on lines for the front 3 cylinders
 put all lines in place and started bolts for football gaskets
 started and snugged up all lines
 tightened all injector lines to 30 ft lbs
 tightened all 12 bolts for the football gaskets to 11 ft lbs
 connected electrical plugs on rail
 and injector harness spots
 put primer on truck
 let primer run for 15 min
 truck wouldnt start
 started looking into it
 found the quantity control valve is leaking causing truck to not start
 ###PARTS ONLY - LABOR PROVIDED ON OVERHAUL####

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
1	305D/DDE A0000701432	FUEL LINE KT	58.17	58.17
3	305D/DDE A4700781710	HI/PR LINEKT	72.75	218.25
1	305D/DDE A4720780945	FUEL RAIL KT	540.14	540.14
2	305D/DDE N000000001069	SEALING RING M14	1.33	2.66

Prepay: \$0.00 Parts: \$819.22 Labor: \$0.00 Misc: \$0.00 Sublet: \$0.00 **\$819.22**

Sold Operations (Cont.)

JOB #11 0

MAINTENANCE

COMPLAINT

APPROVED ESTIMATE TO REPLACE QUANTITY CONTROL VALVE

CAUSE

CORRECTION

-took fuel lines from fuel filter module to the low pressure pump off
 unhooked electrical
 took bolts out on bracket behind control valve
 once could get access to back bolt
 got back bolt out
 pulled the other two bolts out holding valve into place
 pulled control valve out
 got new one ready to go in
 put new one in place
 started outside two bolts
 started inside bolt
 tightened inside bolt
 tightened outside two bolts
 found torque spec for bolts
 torqued bolts to 6 ft lbs
 hooked up electrical
 put bracket back on and tightened 4 bolts holding bracket on
 put fuel lines on and tightened the bolts
 hooked up primer
 let primer run till truck would start
 -worked with chris trying to get truck to start
 could not get it to start and stay running
 chris said is in need of injectors
 talked to up front and let them know
 waiting on approval

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 0-10	MAINTENANCE		382.00
1	305D/DDE A0000900069	VALVE QUANTITY CONTROL	559.32	559.32
1	305D/DDE A4720707332	FUEL LINE	159.81	159.81
4	305D/DDE A4720940060	O-RING FUEL LINE	5.89	23.56
1	305D/DDE N000000001070	SEALING RING M16	1.61	1.61
1	305D/DDE N910143006001	SCREW M6X16	1.22	1.22

Prepay: \$0.00 Parts: \$745.52 Labor: \$382.00 Misc: \$0.00 Sublet: \$0.00 **\$1,127.52**

Sold Operations (Cont.)

JOB #13 0

MAINTENANCE

COMPLAINT

DIAGNOSE AND REPORT FAULT CODES

CAUSE

CORRECTION

Tech 1

-BROUGHT TRUCK INSIDE

HOOKED UP TO TRUCK

HAS CODE 1636/2 NOT ACTIVE BUT LOGGED

PREVIOUS TECH REPLACED BOTH INTAKE AND CAC SENSORS

USED COMPUTER AND SHOOK WIRES AND COULD NOT GET A DRASTIC CHANGE IN TEMPS WHILE MONITORING ON CHART

LOOKED UP ON SERVICE SOLUTIONS AND FOUND A POST FOR THIS CODE

A TECH HAD FOUND RECESSED VALVES AND SUGGESTED TO RUN A RELATIVE COMPRESSION TEST IF THIS CODE IS SET

RAN A RELATIVE COMPRESSION TEST

#6 CYLINDER WAS AT 33%

RAN A CYLINDER CUT OUT TEST AND #6 INJECTOR THE TORQUE DEVIATION WAS LOWER COMPARED TO #1 INJECTOR

SENT EMAIL TO SERVICE ON SUGGESTING A MANUAL COMPRESSION TEST ON THE CYLINDERS

WAS TOLD TO PUT A TICKET INTO CSC

SENT TICKET OFF TO CSC

-BROUGHT TRUCK INSIDE

REMOVED FRONT BUMPER

REMOVED WIPER ARMS

REMOVED RAIN TRAY

REMOVED AIR PIPING TO TURBO

REMOVED AIR FILTER HOUSING

REMOVED FRESH AIR PIPE TO AIR COMPRESSOR

REMOVED ENGINE AIR HOUSING BRACKETS

REMOVED VALVE COVER

REMOVED INJECTOR HARNESS

REMOVED ALL 6 INJECTOR FEED LINES

REMOVED ALL 6 INJECTORS

USED A SUCTION DEVICE TO SUCK OUT FUEL ON TOP OF PISTON BOWLS

INSTALLED FUEL RAIL CAPS ON FUEL RAIL

INSTALLED ADAPTER FOR TESTING COMPRESSION IN EACH CYLINDER

RECORDED PSI ON ALL CYLINDERS

#6 IS AROUND 340 PSI SPEC AT OPERATING TEMP SHOULD BE (400 PSI)

ALL THE REST OF THE CYLINDERS ARE ABOVE 435 PSI

NEXT STEP IS TO PULL THE HEAD ON IT

REMOVED COMPRESSION TESTING TOOL FROM #6 HOLE

-GOT GO AHEAD ON HEAD REMOVAL

REMOVED HIGH PRESSURE FUEL LINES FROM FUEL PUMP TO FUEL RAIL

REMOVED HIGH PRESSURE VIBRATION BRACKET AND CLAMPS

REMOVED PLV RETURN LINE BANJO BOLT

PUT CAPS OVER FUEL RAIL AND FUEL PUMP

LOOSENED INTAKE AND EXHAUST ADJUSTMENT SCREWS

REMOVED ROCKER SHAFT MOUNTING BOLTS

GOT DD15 ROCKER SHAFT REMOVAL TOOL FROM OTHER SHOP

REMOVED INTAKE ROCKER SHAFT

Sold Operations (Cont.)

REMOVED EXHAUST ROCKER SHAFT
 USED CAM BEARING CAP REMOVAL TOOL AND REMOVED CAMSHAFT CAPS
 REMOVED BOTH CAMS
 STARTED DRAINING COOLANT FROM RADIATOR
 LOOSENED BLOCK DRAIN AS WELL AND LET COOLANT DRAIN
 REMOVED BACK 2 SMALL BOLTS ON CAM HOUSING
 REMOVED AIR COMPRESSOR FRESH AIR BRACKET BOLT AND SMALL FUEL LINE BRACKET THAT BOLTS TO THE SIDE OF THE CAM HOUSING
 -REMOVED CAM HOUSING
 REMOVED INTAKE ELBOW AND CAC AND MIXING PIPE ASSEMBLY TOGETHER
 REMOVED EXHAUST OUTLET ON BACK OF TURBO
 REMOVED CAC PIPE TO TURBO
 REMOVED BOTTOM TURBO MOUNTING BOLTS
 REMOVED HEAT SHIELD FROM TURBO
 UNBOLTED TURBO DRAIN AND TURBO OIL SUPPLY AND MOVED OUT OF THE WAY
 REMOVED PLASTIC COOLANT LINES THAT RUN FROM DEF TANK TO WATER MANIFOLD
 REMOVED ELECTRICAL ON FRONT PART OF HEAD AND EXHAUST SIDE
 REMOVED UPPER RAD HOSE
 REMOVED FUEL LINES AT BACK CORNER OF BLOCK
 REMOVED SMALL COOLANT LINES AND 1 FUEL LINE TO FUEL DOSER (CLIPS)
 REMOVED HEAD BOLTS AND THE 2 SMALLER BOLTS AT BACK OF HEAD BY IDLER GEAR
 GOT A FRAME MOVED OVER TO TRUCK
 GOT DD HEAD LIFT FROM OTHER SHOP
 GOT HEAD LIFT PUT ON HEAD
 GOT TENSION ON HEAD AND USED PRY BAR AND PRYED ON CORNERS CAREFULLY
 GOT HEAD OFF DOWELS
 HAD A COOLANT LINE FROM HEAD TO EGR VALVE CONNECTED REMOVED BANJO ON BOLT ON HEAD
 GOT HEAD LIFTED AND HAD SOME ISSUES GETTING IT OUT WITH TURBO STILL CONNECTED TO EXHAUST MANIFOLD
 UPON REMOVAL ACCIDENTLY THE HIGH PRESSURE TRANSDUCER AC LINE WAS BUMPED IT WILL NEED A NEW ONE
 GOT HEAD OUT FROM TRUCK
 INSPECTED VALVES NOTHING BAD THAT WE CAN SEE
 INSPECTED CYLINDER LINERS
 FOUND #2 AND #6 HAD LINER SCORING #3 IS STARTING TO DO IT
 GOT LINER PROTRUSION KIT AND STARTED THE LINER PROTRUSION ON #1
 GOT PALLETS FROM SHIPPING AND SET HEAD DOWN ON PALLETS
 -MEASURED LINER PROTRUSION AND FOUND #1 AND #6 OUT OF SPEC SENT SERVICE OFFICE AN EMAIL ON CYLINDERS THAT HAD SCORING ON THE WALLS AND ALSO THE LINERS BEING OUT OF SPEC
 -PUT PR THROUGH ESTIMATE FOR PARTS NEEDED FOR A MINOR REBUILD

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 0-10	MAINTENANCE		566.00
1	305D/DDE A0081530128	TEMP. SENSOR	23.99	23.99
1	305D/DDE A0101535428	SENSOR INTAKE PRESSURE AND TEM	47.35	47.35
1	305D/DDE N000000001069	SEALING RING M14	1.33	1.33

Prepay: \$0.00 Parts: \$72.67 Labor: \$566.00 Misc: \$0.00 Sublet: \$0.00 **\$638.67**

Sold Operations (Cont.)

JOB #15 100

ENGINE

COMPLAINT

TOTAL ENGINE INFRAME OVERHAUL REPAIR PER TOM

CAUSE

CORRECTION

-GOT OIL DRAIN CART
 REMOVED PUSH IN STYLE PLUG FROM OIL PAN
 LET OIL DRAIN WHILE I CLEANED THE BLOCK
 PUT DRAIN PLUG BACK IN WITH NEW CRUSH WASHER
 UNBOLTED OIL PAN AND UNBOLTED OIL SUMP
 USED BOTTLE NOSE JACKS TO LIFT FRAME UP TO GET PAN AND SUMP OUT
 GOT PAN OUT
 -REMOVED ENGINE BARRING COVER
 INSTALLED ENGINE BARRING TOOL
 ROTATED CRANK TIL #1 CONNECTING ROD CAP WAS AVAILABILE TO REMOVED BOLTS
 REMOVED PISTON COOLING NOZZLE
 REMOVED ROD CAP
 VERY CAREFULLY REMOVED CONNECTING ROD BEARINGS
 BARRED ENGINE OVER FOR #2 PISTON
 REPEATED PROCESS TILL ALL 6 PISTONS WERE OUT
 USED LINER REMOVAL TOOL AND REMOVED ALL 6 LINERS
 CLEANED OUT CYLINDER BORES FOR CASEY TO CUT COUNTER BORES ON #1 AND #6
 PUT ENGINE BLANKET OVER ENGINE BLOCK
 -CLEANED OFF CRANKSHAFT
 WRAPPED RAGS AROUND CRANK WHERE CONNECTING RODS GO
 REMOVED LINER THAT WAS USED FOR CHECKING PROTRUSION
 PUT LINER BACK IN BOX
 PUT ENGINE BLANKET BACK OVER ENGINE
 -REMOVED EGR HOT PIPE
 REMOVED INTAKE MANIFOLD
 REMOVED FUEL LINE FITTINGS ON THE SIDE OF THE HEAD
 REMOVED FRONT EGR SECTION BOLTED TO THE FRONT OF THE HEAD
 REMOVED TURBO (HAD TO HEAT THE BOLTS TO GET TURBO OFF)
 USED A FRAME AND LIFTED HEAD TO SEPARATE THE TURBO FROM THE EXHAUST MANIFOLD
 REMOVED COOLANT FITTINGS FOR HOSES GOING TO THE HEATER CORE
 REMOVED HEAT SHIELD AROUND EXHAUST MANIFOLD
 REMOVED EXHAUST MANIFOLD
 REMOVED WATER MANIFOLD BEHIND THE EXHAUST MANIFOLD
 SET HEAD DOWN ON PALLET AND UNBOLTED DD HEAD LIFTING TOOL
 SENT EMAIL TO MEGAN SAYING THE HEAD IS READY TO GO OUT
 -GOT 3/4 IMPACT FROM SHOP TOOL AREA
 REMOVED BELTS FROM CRANK PULLEY
 LOOSENEED MAIN CAP BOLTS
 CAREFULLY TAPPED THE MAIN CAP WITH A DEAD BLOW AND WIGGLED IT SIDE TO SIDE
 REMOVED MAIN CAP AND LOWER BEARING
 REMOVED UPPER BEARING
 -REMOVED BEARING ON MAIN CAP
 CLEANED MAIN CAP BEARING SURFACE AND MATING SURFACE TO BLOCK
 INSTALLED NEW LOWER BEAING ON MAIN CAP
 USED CLEAN ENGINE OIL AND LUBED THE FACE OF THE UPPER BEARING
 ROLLED UPPER BEARING IN

Sold Operations (Cont.)

INSTALLED MAIN CAP
 USED ENGINE OIL ON MAIN CAP THREADS AND UNDERNEATH THE BOLT HEAD
 USED NEW TORQUE GUN AND TORQUED #1 MAIN CAP
 LOOSENED MIDDLE MAIN CAP AND WORKED MY WAY TOWARDS THE OUTSIDE
 LOOSENED MAIN CAPS JUST A VERY LITTLE TO LET THE CRANK DOWN SO THAT THE UPPER MAIN BEARING WERE NOT REALLY HARD TO GET OUT
 REPEATED STEPS FOR ALL 7 MAIN BEARING CAPS
 #6 MAIN CAP WE DID NOT HAVE THRUST WASHERS HERE THEY ARE ORDERED FOR TOMORROW
 GOT 6 MAIN CAPS ON HAND TIGHT
 CLEANED OUT COUNTER BORE AND WHERE CYLINDER LINER O RING SITS AT THE TOP WITH A WIRE BRUSH
 WIPED OUT BLOCK WITH RAG AND BRAKE CLEAN
 CLEANED OUT WHEEL HUB DRAIN PAN
 PUT CLEAN ENGINE OIL AT THE BOTTOM OF THE PAN SO THE LINER O RINGS COULD SIT AND SOAK IN THE CLEAN ENGINE OIL
 STARTED ASSEMBLING LINERS WITH O RINGS
 USED LINER TOOL AND INSTALLED LINERS
 INSTALLED CARBON SCRAPER RINGS
 CLEANED OUT COOLANT HOLES ON BLOCK THAT HAD BUILD UP ON THEM
 STARTED REMOVING PISTON BOWLS FROM CONNECTING RODS
 READ THROUGH INSTALL INSTRUCTIONS SAYS TO USE 80-90 OR EQUIVELENT
 INSTALLED NEW PISTON BOWLS ON CONNECTING RODS IN ORDER
 GOT ALL 6 CONNECTING RODS ASSEMBLED
 COVERED UP ENGINE
 -INSTALLED THRUST WASHERS ON MAIN CAP #6
 ROLLED IN NEW UPPER THRUST WASHERS ON #6 CRANK JOURNAL
 LUBED BEARING ON MAIN CAP AND INSTALLED CAP
 TORQUED ALL MAIN CAPS IN SEQUENCE
 CLEANED OUT A TIN PAN
 FILLED IT UP WITH CLEAN ENGINE OIL
 DIPPED PISTON END OF CONNECTING ROD IN IT TO SUBMERGE THE PISTON RINGS AND SKIRT
 INSTALLED NEW CONNECTING ROD BEARINGS
 LUBED UP BEARINGS
 LUBED CYLINDER LINER
 USED CARBON SCRAPER TOOL AND PISTON RING COMPRESSOR
 HAD CHRIS HELP GUID DOWN CONNECTING RODS ONTO CRANK
 REPEATED PROCESS FOR ALL 6 PISTONS
 GOT 4 OUT OF 6 ROD CAPS TORQUED
 (NEED TO TORQUE ROD CAP #4 AND #6)
 PUT NEW CARBON SCRAPER RINGS IN ON ALL CYLINDER LINERS
 -TORQUED ROD CAPS #4 AND #6
 INSTALLED ALL 6 PISTON COOLING NOZZLES AND TORQUED DOWN BOLT
 PICKED UP TOOLS AND PUT AWAY
 PUT NEW HEAD GASKET ON BLOCK AND RECOVERED ENGINE

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 0-10	MAINTENANCE		444.00
	LABOR 100-10	ENGINE		4,800.00
1	305D/23-13202-000	SEAL-MINI STAT-O-SEAL PLUS 8	3.14	3.14
1	305D/23-13203-000	SEAL-MINI STAT-O-SEAL PLUS 10	3.30	3.30
1	305D/23-13205-000	SEAL-MINI STAT-O-SEAL PLUS 12	3.36	3.36

Sold Operations (Cont.)

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
1	305D/A22-69609-000	JUNCTION BLOCK-A/C MAIN UNIT D	97.37	97.37
1	305D/DDE A0000701432	FUEL LINE KT	58.17	58.17
1	305D/DDE A0309979045	O-RING CYLINDER HEAD CLOSING C	5.77	5.77
6	305D/DDE A4720111910	LINER KIT	274.60	1,647.60
38	305D/DDE A4720160169	MOUNTING BOLT CYLINDER HEAD	13.67	487.06
1	305D/DDE A4720160880	MOUNTING SEAL CAMSHAFT HOUSING	61.46	61.46
1	305D/DDE A4720162120	C/HD GSKT KT	508.78	508.78
7	305D/DDE A4720300740	MAIN BEARING KIT	78.16	547.12
6	305D/DDE A4720300960	CONN ROD BRG	60.41	362.46
6	305D/DDE A4720302317	PISTON KIT	374.43	2,246.58
12	305D/DDE A4720380071	BOLT CONNECTING ROD	5.65	67.80
6	305D/DDE A4720980080	MOUNTING SEAL INTAKE MANIFOLD	8.26	49.56
1	305D/DDE A4721421880	SEAL	106.02	106.02
1	305D/DDE A4721421980	SEAL	106.15	106.15
4	305D/DDE N000000001067	SEALING RING M10	0.84	3.36
6	305D/DDE N000000001069	SEALING RING M14	1.33	7.98
1	305D/DDE RA4600701387S	INJ 6PK HDEP EPA10/GHG14/GHG17	3,613.24	3,613.24
-1	305D/DDE RA4600701387S-CORE	INJ 6PK HDEP EPA10/GHG14/GHG17	1,875.00	-1,875.00
1	305D/DDE RA4600701387S-CORE	INJ 6PK HDEP EPA10/GHG14/GHG17	1,875.00	1,875.00
2	305D/MBL 122046	SYN 75-90 GEAR OIL	4.80	10.56
51	305D/MBL 125152	MOBIL DELVAC HDEO 15W-40 BULK	3.75	192.57
1	305D/OWI AMAB53	50/50 OAT ELC GALLON JUGS	11.61	11.61
1	305D/TCX AMS013	GASKET-5 INCH SPHERICAL W/TABS	11.24	11.24
1	305P/9163	RTV BLACK SI LICONE3 OZ	7.47	7.47
3	FRT	FREIGHT	10.00	60.00
1	M3433	ARNOLD MOTOR SUPPLY, LLP (MARSHALL)	396.86	396.86
1	SUB307	[SUBLET]	226.80	226.80

Prepay: \$0.00 Parts: \$10,219.73 Labor: \$5,244.00 Misc: \$60.00 Sublet: \$623.66 \$16,147.39

Sold Operations (Cont.)

JOB #16 0

MAINTENANCE

COMPLAINT

PARTS NOT ON ESTIMATE

CAUSE

CORRECTION

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
1	305B/CTK5029-1	FleetStrip Coolant Test Strip	2.59	2.59
2	305D/DDE A0019950502	PIPE CLAMP	25.56	51.12
1	305D/DDE A0029905054	MOUNTING NUT TURBOCHARGER	5.54	5.54
4	305D/DDE A0219901101	MOUNTING BOLT TURBOCHARGER	10.68	42.72
1	305D/DDE A4720300445	THR BRG STD	44.66	44.66
1	305D/DDE A4722030880	SEAL	31.54	31.54
1	305D/DDE A4722030980	SEAL	24.15	24.15
1	305D/DDE A4730960280	METAL SEAL	48.90	48.90
1	305D/DDE A4731800909	TS OIL FILTER	32.08	32.08
1	305D/DDE A5411870080	O-RING TURBOCHARGER OIL RETURN	9.68	9.68
2	305D/DDE N000000001071	SEAL RING	3.08	6.16
2	305D/OWI AMAB53	50/50 OAT ELC GALLON JUGS	11.61	23.22
1	305D/TCX T130158342AB2	CLAMP-EXHAUST 5 INCH SPHERICAL	16.31	16.31
1	305D/TRI F91424 3	LH CONNECTING ARM	23.37	23.37
4	305H/OTC BC	BRAKE CLEANER	2.99	11.96
1	305P/73225	IMPERIALOK R 3in CRS DISC	3.22	3.22
1	305P/73302	BRISTLE DISC 2inYELLOW 80G	13.89	13.89

Prepay: \$0.00 Parts: \$391.11 Labor: \$0.00 Misc: \$0.00 Sublet: \$0.00 \$391.11

JOB #17 0

MAINTENANCE

COMPLAINT

STORY CONTINUED OP #13

CAUSE

CORRECTION

Tech 2

Hooked up checked codes 1632/2 was active, started troubleshooting and said to replace charge air cooler outlet temp sensor and intake manifold temp sensor. Put in parts request then removed sensors. Continued troubleshooting and it completed its check process Lights were out code went inactive. Put cover back on charge air cooler outlet temp sensor and while doing that with the truck running the code came back for started troubleshooting again and let it run its self check and it did not resolve issue and no other diagnostics for issue. Checked on the chart in diagnostic link to see what those sensors were reading and found that the charge air outlet temp sensor was reading then would bounce around then not read. There is an intermittent wiring issue.

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE

Prepay: Parts: Labor: Misc: Sublet:

Sold Operations (Cont.)

JOB #18 0

MAINTENANCE

COMPLAINT

STORY CONTINUED OP #15 (PART 1)

CAUSE

CORRECTION

-WIPE OUT PISTON BOWLS FROM OIL SOAKING
 CLEANED OFF EXHAUST MANIFOLD GASKET SURFACE
 CLEANED OFF WATER MANIFOLD SEALING SURFACE
 PUT PR IN FOR NEW WATER MANIFOLD GASKETS
 CLEANED INTAKE MANIFOLD GASKET SURFACE
 INSTALLED INTAKE MANIFOLD WITH NEW GASKETS AND TORQUED IN SEQUENCE
 INSTALLED BOTTOM WATER MANIFOLD BOLTS AND SET WATER MANIFOLD ON AND GOT ALL BOLTS IN
 AND TORQUED IN SEQUENCE
 INSTALLED EXHAUST MANIFOLD AND USED NICKLE ANTI SEIZE ON THREADS AND TORQUED THEM IN
 SEQUENCE
 INSTALLED NEW MEMBRANES GASKETS IN FOR EGR SIDE
 GOT ASSISTANCE WITH SETTING HEAD DOWN GOT HEAD ON DOWELS
 USED 2 HEAD BOLTS AS GUIDES AND THEY THREAD IN
 PUT NEW SEALING WASHERS ON SOLID COOLANT LINE FROM BOTTOM OF WATER MANIFOLD TO EGR
 VALVE ACTUATOR
 -INSTALLED BOTH FUEL LINES ON BACK CORNER OF HEAD FOR NEEDLE AND AMPLIFIER LINES
 TIGHTENED COOLANT LINES FOR FUEL DOSER BLOCK THAT LEAD BEHIND TURBO
 GOT VIBRATION CLAMP INSTALLED TOWARDS BACK OF HEAD FOR THE COOLANT LINES
 WIPE OFF THE BOTTOM OF THE BLOCK AND USED SCRAPER AND REMOVED BLACK SILICONE ON T JOINTS
 USED TAP AND STARTED TAPPING THE MOUNTING HOLES FOR THE TURBO
 GOT TURBO ON BOTTOM MOUNT
 GOT TURBO BOLTS STARTED
 USED NICKLE ANTI SEIZE ON BOLTS
 GOT ALL 3 BOLTS AND 1 NUT STARTED FOR TURBO AND MADE SURE GASKET WAS ON THE CORRECT WAY
 PUT BELTS BACK ON
 REMOVED DD HEAD LIFT TOOL
 SNUGGED UP 2 HEAD BOLTS WAITING ON NEW BOLTS TO COME
 -BOLTED UP TURBO
 BOLTED UP BOTTOM MOUNTIN PLATE TO TURBO
 BOLTED PLATE TO BLOCK
 PUT NEW TURBO DRAIN GASKET ON AND TIGHTENED BOLTS
 PUT OIL SUPPLY BANJO BOLT IN WITH NEW SEALING WASHERS
 PLUGGED IN TURBO SPEED SENSOR
 HOOKED UP WASTEGATE LINE
 PUT EXHAUST CLAMP ON BACK OF TURBO AND CLAMP BOLT BROKE GOT NEW CLAMP AND TIGHTENED IT
 DOWN
 CLEANED OFF OIL PAN
 GOT OIL PAN UNDER TRUCK AND ON STEER AXLE
 GOT ASSISTANCE WITH GETTING OIL PUMP BACK UP
 TORQUED OIL PUMP MOUNTING BOLTS AND SUCTION TUBE BOLTS
 WIPE OFF T JOINTS AND USED BLACK SILICONE ON JOINTS
 GOT PAN UP AND STARTED
 TORQUED PAN BOLTS IN SEQUENCE
 PUT DIP STICK TUBE ON PAN
 BOLTED UP DIP STICK MOUNTS
 BOLTED UP SOLID METAL COOLANT LINES THAT GO TO FUEL DOSER BEHIND TURBO

Sold Operations (Cont.)

USED NEW SEALING WASHERS ON COOLANT LINES GOING TO FUEL DOSER VALVE
 TIGHTENED FUEL LINE TO FUEL DOSER INJECTOR
 INSTALLED TUBE FITTING BY MANIFOLD FOR HEATER CORE HOSES
 INSTALLED HOSES
 WASHED OFF CAM FRAME HOUSING
 THREW AWAY OLD PARTS
 -REMOVED OLD CAM FRAME GASKET
 INSTALLED NEW CAM FRAME GASKET AND MADE SURE IT WAS SEATED
 CLEANED OFF CAMS
 PUT CAC PIPE BACK ON TURBO
 PUT RADIATOR SUPPORT BRACKT ON BLOCK
 PUT RADIATOR SUPPORT BARS ON
 PUT INTAKE PIPING BACK ON
 TORQUED BOLTS AT INTAKE MANIFOLD
 HOOKED UP ELECTRICAL TO INTAKE THROTTLE VALVE AND AT FUEL MODULE
 REMOVED AC LINES AT J BLOCK AND LINES AT EXPANSION VALVE
 REMOVED J BLOCK
 REMOVED HIGH PRESSURE TRANSDUCER SENSOR
 INSPECTED FOR DAMAGE
 SENSOR IS GOOD
 SWAPPED OVER SENSOR TO NEW J BLOCK
 INSTALLED J BLOCK
 HOOKED UP AC LINES WITH NEW SEALS
 VACUUMED SYSTEM AND DID A LEAK TEST
 PUT HEAT SHIELDS BACK ON TURBO
 -GOT ALL HEAD BOLTS
 LIGHTLY PUT OIL ON THREADS AND UNDERNEATH THE BOLT HEAD
 INSTALLED ALL 40 BOLTS
 RAN FIRST SEQUENCE TORQUE
 RAN SECOND SEQUENCE TORQUE
 USED TORQUE TOOL AND DID 3RD SEQUENCE 90 DEGREE TURNS
 RAN LAST TORQUE SEQUENCE WITH ANOTHER 90 DEGREE TURN WITH TORQUE TOOL
 USED DIAL INDICATOR AND MEASURE GEAR LASH ON IDLER GEAR #5
 GEAR LASH WAS IN SPEC
 PUT CAM FRAME HOUSING ON
 GOT DD15 CAM TIMING TOOL AND PUT ON CAM HOUSING
 MARKED THE INTAKE AND EXHAUST CAM TOOTH THAT NEEDS TO BE LINED UP FOR INSTALLATION

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE

Prepay: Parts: Labor: Misc: Sublet:

Sold Operations (Cont.)

JOB #19 0

MAINTENANCE

COMPLAINT

STORY CONTINUED OP #15 (PART 2)

CAUSE

CORRECTION

-REMOVED CRANK POSITIONING SENSOR
 GOT TDC PIN
 BARRED ENGINE OVER TO DOT ON FLY WHEEL RING GEAR
 GOT TDC PIN IN
 USED CLEAN OIL WHERE CAMS RIDE
 SET CAMS IN
 MADE SURE THEY WERE IN TIME WITH TIMING TOOL
 PUT MORE OIL WHERE CAM CAPS SIT ON CAMS
 TORQUED CAM CAPS IN SEQUENCE
 REMOVED TIMING TOOL
 TORQUED BACK 2 BOLTS ON CAM FRAME HOUSING
 SET EXHAUST ROCKER SHAFT IN
 PUT SPRINGS IN ON EXHAUST SIDE ROCKERS
 SET IN INTAKE ROCKER SHAFTS
 REMOVED TOOL
 TORQUED INTAKE ROCKER SHAFT
 TORQUED EXHAUST ROCKER SHAFT
 COVERED UP ENGINE
 -USED PIPE BRUSH AND CLEANED OUT INJECTOR BORE
 WROTE DOWN INJECTOR CODES ON NOTEPAD FOR EACH CYLINDER THAT THE INJECTOR WAS GOING INTO
 USED CLEAN ENGINE OIL ON INJECTOR O RINGS
 SET EACH INJECTOR IN WITH A NEW INJECTOR HOLD DOWN BOLT
 SNUGGED UP HOLD DOWN BOLT AND THEN BACKED OFF
 STARTED PUTTING ALL INJECTOR FEED LINES ON
 GOT ALL LINES ON 1-6
 TORQUED LINES
 PUT NEW SEALING WASHERS ON PLV RETURN LINE AT FUEL RAIL AND TORQUED BANJO BOLT
 PUT NEW HIGH PRESSURE RAIL FEED LINE BRACKET ON FUEL RAIL
 INSTALLED HIGH PRESSURE RAIL FEED LINES AND TORQUED THEM
 TORQUED VIBRATION P CLAMPS ON RAIL FEED LINES
 TORQUED HIGH PRESSURE RAIL FEED BRACKET
 TORQUED INJECTORS
 REMOVED TDC PIN AND REINSTALLED CRANK POSITIONING SENSOR
 PUT SOME ENGINE OIL AROUND VALVE STEMS AND ROCKER SHAFTS
 RAN OVERHEAD
 GOT ASSISTANCE FROM ANOTHER TECH FOR SETTING ENGINE BRAKES
 GOT ENGINE BRAKES SET
 INSTALLED INJECTOR HARNESS AND TORQUED IT DOWN
 PUT ELECTRICAL CONNECTIONS ON
 -REMOVED PRIMING PLUG ON OIL FILTER MODULE
 REMOVED OIL FILTER AND INSTALLED NEW OIL FILTER
 HOOKED UP PRIMING JUG AND PUMPED 16 QUARTS TO PRIME OIL SYSTEM
 CHECKED ROCKERS TO SEE HOW MUCH OIL GOT ON THEM BY PRIMING OIL SYSTEM
 USED OIL GUN AND COVERED ROCKERS AND CAMS USED ABOUT A 1 QUART AND A HALF
 REMOVED PRIMING ADAPTER AND PUT PLUG BACK IN ON OIL MODULE AND TORQUED PLUG
 USED BRAKE CLEAN AND CLEANED OFF SURFACE

Sold Operations (Cont.)

PUT OIL IN TILL IT WAS HALF TO 3/4 ON THE DIP STICK
 GOT SUMP AND PUT COOLANT BACK INTO TRUCK
 PUT PR IN FOR 2 JUGS OF COOLANT TO TOP IT OFF
 HOOKED UP BATTERY CONNECTIONS AND PUT BATTERY CHARGER ON TRUCK
 HOOKED UP TO TRUCK AND PUT NEW INJECTOR CODES IN
 LET TRUCK PRIME WHILE PUTTING IN INJECTOR CODES
 PUT VALVE COVER ON
 REMOVED ENGINE BARRING TOOL
 STARTED TRUCK AND MONITORED OIL PRESSURE
 OIL PRESSURE GOOD AND NO LEAKS
 SHUT OFF FUEL PRIMER WHILE IT WAS RUNNING AND IT STAYED RUNNING GOOD
 SHUT TRUCK OFF AND TOPPED OFF COOLANT AGAIN FROM AIR POCKETS IN SYSTEM
 PUT FUEL TANK CAP ON
 STARTED TRUCK AGAIN WITHOUT PRIMER AND IT STARTS AND RUNS GOOD
 PUT ENGINE AIR FILTER BRACKETS ON AND AIR COMPRESSOR CLEAN AIR PIPE
 ZIP TIED UP ENGINE BLOCK HEATER CORD
 PUT ENGINE AIR FILTER HOUSING ON AND PIPING DOWN TO TURBO

THE WIPER ARM ON THE DRIVER SIDE THE BUSHING IS GONE AND DOESN'T WANT TO STAY ON THE WIPER ARM CONNECTION I USED THE WIPER ARM CONTROLLER AND IT STAYED ON IT BUT GOING DOWN THE ROAD IT WILL PROBABLY FALL OFF AND THAT WIPER WILL NOT SWING. WE HAD THE PART HERE TO FIX IT AND VERIFIED THAT WILL FIX THE ISSUE OF IT NOT STAYING ON TO WIPER ARM CONNECTION*

-INSTALLED WIPER ARM ROD
 INSTALLED RAIN TRAY
 INSTALLED BOTH WIPER ARMS
 HOOKED UP AC MACHINE AND PUT 4.5 OZ OF AC OIL IN
 CHARGED SYSTEM TO 3 LBS
 CHECKED OIL LEVEL ON ENGINE IT WAS AT FULL MARK
 STARTED TRUCK
 RAN AC AND GAUGES ARE GOOD
 UNHOOKED AC MACHINE FROM TRUCK
 BROUGHT TRUCK OVER TO WASH BAY AND SPRAYED OFF EXTERIOR AND THEN ENGINE BAY
 TOOK TRUCK ON TEST DRIVE WITH COMPUTER HAD NO CODES CAME ACTIVE
 OIL PRESSURE WAS GOOD
 ENGINE BRAKES WORK GOOD ON HI, MED, LOW
 CAME BACK FROM TEST DRIVE
 POWER STEERING RESERVOIR CAP O RING HAD SOME POWER STEERING FLUID LEAKING OUT OF IT
 REMOVED CAP AND INSPECTED O RING
 O RING DIDNT HAVE ANY RIPS
 RE INSTALLED RESERVOIR FILTER CAP AND TOOK ON TEST DRIVE AROUND YARD AND DID A BUNCH OF TURNS
 IT WAS NO LONGER LEAKING
 THREW AWAY PISTON BOWL AND CYLINDER LINERS AND ALL BEARINGS AND BOLTS FROM JOB
 SWEEPED UP STALL AND CLEANED STALL
 HAD FOREMAN IN

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE

Prepay: Parts: Labor: Misc: Sublet:

Sold Operations (Cont.)

JOB #20 0

MAINTENANCE

COMPLAINT

DIAGNOSE AND REPORT AC INOP

CAUSE

CORRECTION

started truck
 turned on A/C system
 seemed to get cold from vents
 hooked up the machine to watch pressures with the gauges
 pressures look decent
 put a thermometer in the center dash vent
 temp from the vent gets down to 44 degrees
 it appears to working as it should

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 0-10	MAINTENANCE		148.00
Prepay: \$0.00 Parts: \$0.00 Labor: \$148.00 Misc: \$0.00 Sublet: \$0.00				\$148.00

JOB #21 0

MAINTENANCE

COMPLAINT

REPLACE DAVCO ASSY ok'd by tom

CAUSE

CORRECTION

unhooked fuel lines
 unhooked heater cable
 removed Davco from frame rail
 transferred the fittings from old one to new one
 mounted new Davco on the frame rail
 hooked up the heater cable
 hooked the fuel lines up
 filled Davco with fuel
 used hand primer on fuel filter module to prime up the system
 started truck and idled up for a bit
 let back down to base idle and let run for about 5 minutes
 shut down
 I see no leaks from the Davco or lines

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 0-10	MAINTENANCE		150.00
1	305D/03-37402-002	ASY-FUEL WATER SEPARATOR-DAVCO	865.95	865.95
1	FRT	FREIGHT	35.00	35.00
Prepay: \$0.00 Parts: \$865.95 Labor: \$150.00 Misc: \$35.00 Sublet: \$0.00				\$1,050.95

Sold Operations (Cont.)

JOB #22 0 MAINTENANCE

COMPLAINT INSTALL SPRING CLIPS

CAUSE

CORRECTION found where to put spring clamps for the battery box door(hinged door in the side skirt)
drilled small pilot holes
used screws that came with the spring clamps to mount two of them on the door(one on each side)
took the side skirt off the passenger side
got bolts, washers and nuts
bolted the cover back into place
put the side skirt back on the truck

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 0-10	MAINTENANCE		74.00
2	305P/12450-2	HEX NUT CL10 M6-1.00	0.16	0.32
4	305P/12620	FLAT WASH MM M6	0.16	0.64
2	305P/15117-2	HEX CAP 10.9 M6-1.0X16MM	0.32	0.64
1	305X/5287909	CLIPS	7.67	7.67

Prepay: \$0.00 Parts: \$9.27 Labor: \$74.00 Misc: \$0.00 Sublet: \$0.00 \$83.27

JOB #23 0 MAINTENANCE

COMPLAINT DIAGNOSE AND REPORT A/C IN BUNK INOP

CAUSE

CORRECTION tried turning on the ParkSmart system
A/C did not work
looked at lines to see if there were any obvious leaks, did not see any
found the condensor fan on the back of cab not plugged in
plugged in the fan and started the system again
this time A/C took off and ran
let run for a while
it is cooling now, fan runs, and compressor runs

QTY	ITEM	DESCRIPTION	UNIT PRICE	EXTD PRICE
	LABOR 0-10	MAINTENANCE		148.00

Prepay: \$0.00 Parts: \$0.00 Labor: \$148.00 Misc: \$0.00 Sublet: \$0.00 \$148.00

Sold Operations Totals Prepay: \$0.00 Parts: \$14,173.67 Labor: \$7,083.00 Misc: \$100.40 Sublet: \$623.6 \$21,980.73



SERVICE INVOICE: RA305010824:01

ESTIMATE: ES305005474

INVOICE: RA305010824:01

By executing below, you hereby agree that any dispute in any way related to the services rendered (except for any dispute regarding your failure to pay for services rendered or the creation, perfection or foreclosure of any lien or security interest) shall be submitted to final and binding arbitration under the commercial arbitration rules of the American Arbitration Association. Nebraska law shall govern the arbitration proceeding and the arbitration trial shall occur in Omaha, Nebraska. TCC MAKES NO REPRESENTATION WARRANTY OF ANY KIND WHATSOEVER, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION REPRESENTATIONS OR WARRANTIES WITH RESPECT TO MERCHANTABILITY, NONINFRINGEMENT OF THIRD-PARTY RIGHTS, AND FITNESS OR SUITABILITY FOR ANY PURPOSE OR USE. FURTHER, YOU AGREE THAT TCC SHALL NOT BE LIABLE TO YOU OR ANY PARTY FOR ANY SPECIAL, INCIDENTAL, INDIRECT, PUNITIVE, EXEMPLARY OR CONSEQUENTIAL DAMAGES OF ANY KIND, ARISING OUT OF, RELATING TO OR IN CONNECTION WITH THE SERVICES RENDERED, EVEN IF TCC HAS BEEN ADVISED, KNOWS OR SHOULD HAVE KNOWN OF THE POSSIBILITY OF SUCH DAMAGES.

AUTHORIZED BY _____

DATE _____

AR CUSTOMER

	ESTIMATED	BILLED
LABOR		\$7,083.00
PARTS		\$14,173.67
MISC		\$100.40
SUBLET		\$623.66
PREPAY		\$0.00
SUBTOTAL		\$21,980.73
SHOP SUPPLIES		\$300.00
MISC SUPPLIES		\$0.00
TAX		\$1,120.83
TOTAL		\$23,401.56

Please Remit Payment to:
Truck Center Companies -
Marshall
PO Box 27379
Omaha, NE 68127

REMIT TO: PO Box 27379 Omaha, NE 68127 866-751-1189

