

LOT LOCATION:
 CUSTOMER #: 129604
 UNIT# 14

170005

Peterbilt of Utah

BLUE ROCK LLC
 47 W FIRECLAY AVE APT 326
 MURRAY, UT 84107
 HOME:801-699-3149 CONT:801-699-3149
 BUS: CELL:

INVOICE

1910 South 5500 West
 Salt Lake City, Utah 84104

PAGE 1

P.O. Box 27634
 Salt Lake City, Utah 84127
 Phone (801) 486-8781

SERVICE ADVISOR: 2189 TJ Salazar

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN/ OUT	TAG	
CREAM	14	KENWORTH W900	1XKWD49X9EJ412350		636093/636093	T14	
DEL DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
30SEP13 DD			23:00 14JAN22	CASH	0.00	CASH	04FEB22
R.O. OPENED		READY	OPTIONS: DLR:P250 ENG:79687791 TRN:S1037837				
14JAN22		04FEB22					

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
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A CONTACT TRISTAN # 801-699-3149
 IF CONTACT TRISTAN # 801-699-3149
 999 IP04 (N/C)

B STEERING IS BINDING UP (WAS RECENTLY HERE FOR SAME ISSUE)
 MISC MISC REPAIRS
 790 WPET (N/C)
 783 WPET (N/C)
 2181 WPET (N/C)
 1 TAS65219RMAN GEAR-STEERING REMAN (N/C)
 CORE CHARGE W (N/C)
 2 J200 O RINGS (N/C)
 1 9210TRP CLAMP-HOSE W/LINER #10 (N/C)

636093 2181 1-17-22 BROUGHT THE TRUCK IN AND INSPECTED THE POWER STEERING SYSTEM. CHECKED AND FOUND THAT THERE WAS NO VISUAL ISSUES. FOUND THAT THE POWER STEERING WAS STIFF TURNING TO THE LEFT AND TO THE RIGHT. JACKED UP THE FRONT END AND INSPECTED FOR ISSUES. DID NOT FIND ANY ISSUES. GREASED THE FRONT END AND LOWERED THE TRUCK BACK DOWN. HOOKED UP THE POWER STEERING TESTER AND TESTED THE POWER STEERING SYSTEM. CHECKED THE POWER STEERING PUMP AND THE PUMP HAD PASSED AGAIN. TESTED THE STEERING BOX AND FOUND THAT THE BOX HAD PLAY IN IT. PRESSURES FOR BOX WERE A LITTLE OFF BUT STILL OK. CHECKED THE PLAY IN THE STEERING LINKAGE SHAFT AND FOUND THAT THERE WAS A 1/2 INCH OF PLAY WITH THE TRUCK SHUT OFF. TOOK A VIDEO OF THE ISSUE. CHECKED AND FOUND THAT THERE IS A ISSUE WITH THE BOX ITSELF. DRAINED THE SYSTEM AND REMOVED THE FITTINGS. REMOVED THE STEERING LINKAGE AND PULLED THE BOX OUT. INSTALLED THE NEW BOX AND TIGHTENED UP ALL BOLTS. REINSTALLED THE FITTINGS WITH NEW O RINGS AND TIGHTENED THEM UP. REINSTALLED THE HOSES AND TIGHTENED UP THE CLAMPS. FILLED THE POWER STEERING SYSTEM BACK UP AND STARTED UP THE TRUCK. GOT FLUID BACK IN THE LINES AND TOPPED OFF THE SYSTEM. CHECKED OPERATION OF THE STEERING AND FOUND THAT STEERING WAS WORKING WITHOUT ANY ISSUES. GREASED THE STEERING BOX AND NEED TO TAKE THE TRUCK ON A TEST DRIVE TO VERIFY THE ISSUE. 783 CHECKED OUT THE STEERING AGAIN, NOTICED WHEN PULLING THE TRUCK INTO THE SHOP THE

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		PARTS AMOUNT		
		GAS, OIL, LUBE		
		SUBLET AMOUNT		
		MISC. CHARGES		
		TOTAL CHARGES		
		LESS INSURANCE		
		SALES TAX		
		PLEASE PAY THIS AMOUNT		
(SIGNED) DEALER, GENERAL MANAGER OR AUTHORIZED PERSON (DATE)	CUSTOMER SIGNATURE			

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14JAN22		04FEB22					

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
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STEERING WAS STILL STIFF AND NOT RETURNING BACK TO CENTER ON ITS OWN. REMOVED THE THE DRAG LINK AND STILL STIFF BUT NOT AS BAD, REMOVED THE TIE ROD AND KNIG PINS TURN FREELY, INSPECTED THE BALL JOINTS ON THE TIE ROD AND DRAG LINK AND FOUND THEY DO NOT MOVE FREELY, THEN GREASED THE KING PINS AND FOUND THE LEFT KING PIN UPPER BUSHING IS NOT TAKING GREASE AND THE UPPPER CAP IS NOT SCREWED IN EVEN AND GREASE IS COMING OUT OF THE CAP, GOT A P/A FOR DRAG LINK TIE ROD AND KING PINS, ADVISE THE CUSTOMER TO REPLACE THEM. 790: TEST DROVE TRUCK, NO PROBLEMS OCCURRED.

C CHECK ENGINE LIGHT / SCR CODES
 CEL CHECK ENGINE LIGHT / SCR CODES
 1750 C
 2181 C
 783 C
 773 C

TECH TECHNOLOGY FEE		715.50	715.50
1 4034289RXCUM ACTUATOR	1624.05	1264.70	1264.70
CORE CHARGE C		125.00	125.00
-1 4034289RXCUM CORE RETURN	125.00	125.00	-125.00
MISC FRT ON ACTUATOR		82.00	82.00

636093 TECH 1750 CHECKED THE TRUCK FOR A CEL AND HOOKED UP TO THE ENGINE AND CHECKED THE CODES FOUND CODES 1894, 3232, 2771, 4152, 4152, & 6656 WERE ALL ACTIVE STARTED WITH TROUBLE SHOOTING CODE 1894 CHECKED FOR RELATED CODES NONE OF THE LISTED CODES WERE LOGGED CHECKED THE BATTERY CONNECTION ALL WAS OK CHECKED THE POWER AT THE VGT ACTUATOR WAS AT 12 V LOAD TESTED THE POWER WIRES PASSED THE LOAD TEST CHECKED THE DATA LINK WIRES AT THE ACTUATOR ALL CHECKED TO BE OK PLUGGED THE VGT ACTUATOR CHECKED VOLTAGE AT THE DATA LINK ADAPTER FOUND THE VOLTAGE WAS HIGH DISCONNECTED THE AFTER TREATMENT HARNESS AND THE VOLTAGE DID NOT CHANGE DISCONNECTED THE VGT ACTUATOR FOUND THE VOLTAGE WAS IN SPEC PLUGGED THE AFTER TREATMENT HARNESS IN AND THE VOLTAGE STAYED IN SPEC

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

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FOUND THE VGT ACTUATOR HAS FAILED NEED TO REPLACE AND RETEST 2181...783
 DRAINED THE COOLANT THEN REMOVED THE OLD VGT AND HOOKED UP COMPUTER
 THEN INSTALLED THE NEW VGT AND CALIBRATED, REFILLED THE COOLANT,
 CHECKED CODES AND ALL CODES ARE INACTIVE, RAN THE ENGINE AND NO CODES
 CAME BACK, TURNED IN PARTS FOR CORE, PULLED THE TRUCK OUT OF THE SHOP
 AND WHILE DRIVE THE TRUCK AROUND THE BUILD THE CHECK ENGINE LIGHT CAME
 BACK ON FOR THE AFT SYSTEM. (773) COMPLAINT THAT THE CHECK ENGINE LIGHT
 CAME BACK ON. HOOKED INSIGHT UP AND CHECKED FAULTS. FAULT 3232-INTAKE
 NOX SENSOR-ABNORMAL UPDATE RATE, WAS ACTIVE. FAULT 2771-OUTLET NOX
 SENSOR-ABNORMAL UPDATE RATE, WAS ACTIVE. 4152-SCT TEMPERATURE SENSOR
 MODULE-ABNORMAL UPDATE RATE, WAS ACTIVE. FAULT 4151-DPF TEMPERATURE
 SENSOR MODULE-ABNORMAL UPDATE RATE, WAS ACTIVE. DISCONNECTED INTAKE NOX
 SENSOR AND INSPECTED PINS, CONNECTORS, WIRING, NO ISSUES FOUND.
 MEASURED SUPPLY VOLTAGE AT SENSOR CONNECTOR. THE VOLTAGE WAS OKAY AT
 12.4V. LOAD TESTED CIRCUIT AND VOLTAGE DROPPED TO 12V. CONNECTED HEAD
 LAMP TO SENSOR CONNECTOR, THE HEADLIGHT WAS BRIGHT. SHOOK HARNESSSES AND
 THE HEAD LAMP WOULD DIM AND GO BRIGHT AGAIN. LOCATED THE 14 PIN
 CROSSOVER CONNECTOR AND FOUND THE CONNECTOR WAS NOT LOCKED IN AND
 CONNECTOR WAS PARTIALLY DISCONNECTED. CLEANED PINS AND RE-CONNECTED
 CONNECTOR UNTIL IT LOCKED. CHECKED FAULTS AND ALL FAULTS WERE INACTIVE.
 CLEARED FAULTS, RAN ENGINE FOR 10MIN. AND FAULT DID NOT RETURN. ADVISED
 TO TEST DRIVE UNIT FOR VERIFICATION.

D** REPLACE STEER KING PINS
 STA STEER AXLE REPAIR
 2215 C
 847 C

					1590.00	1590.00
1	973224	ETN SPINDLE		3937.59	1996.36	1996.36
1	973286	ETN KNUCKLE ASSY-RH		4133.75	2095.81	2095.81
2	35058	SEAL-OIL SCOTSEAL PLUS XL FRONT AXLE		51.28	36.00	72.00
2	450755	-8CHR GASKET		1.88	1.71	3.42
1	10047LUC	OIL-GEAR SYNTHETIC 75/90 QT (12)		16.12	14.67	14.67
1	120HM101	ADAPTER-STOP BOLT		35.33	23.39	23.39

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MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
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LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
3	COTTER	COTTER	PIN-ANY SIZE		0.83	0.76	2.28
1	35058	SEAL-OIL	SCOTSEAL PLUS XL FRONT AXLE		51.28	36.00	36.00
1	4720	14 OZ	PENRAY NC UL VOC BRK CLNR		2.21	2.21	2.21
1	HWU05795	WASHER-ROUND	SAE 5/8 GR8 ZN/YEL		0.74	0.67	0.67
3	COTTER	COTTER	PIN-ANY SIZE		0.83	0.76	2.28
1	328347ETN	KIT-KING	PIN		582.03	529.65	529.65
MISC FGRHT ON KING KPIN							
CFT						82.00	82.00
MISC FRT ON SPINDLES							
CFT						125.00	125.00

636093 2215- PLACED TRUCK ON JACK STANDS REMOVED BOTH STEER WHEELS, REMOVED BOTH STEER SPINDLES AND KING PINS FOUND BOTH SPINDLES ARE GROOVED SEE PICS. SENT PICS TO FOREMAN. TECH 3330 & 847 REMOVED BRAKE DRUM REMOVED BRAKE SHOE ASSEMBLY, UNBOLTED HUB AND CLEANED HUB, REPLACED WHEEL SEAL, REMOVED S-CAM, INSTALLED SPINDLE AND KING PIN AND GREASED, INSTALLED S-CAM INSTALLED BRAKE SHOE ASSEMBLY, INSTALLED HUB AND FILLED WITH 75W-90, INSTALLED STEERING GEAR PITMENT ARM AND DRAG LINK, INSTALLED AND TORQUED WHEEL DOWN, REPEATED SAME STEPS ON OTHER SIDE.

E** CHECK ENGINE LIGHT CAME ON WHILE PULLING INTO SHOP, ADVISE, GET EXPANDED VIEW OF FAULTS BEFORE AND AFTER REPAIR
 ENG ENGINE REPAIRS

783 C
 2439 C
 790 C

		1272.00	1272.00
1	5505971CUM DEVICE, 2013 SCR	1924.06	1503.59
2	2866337CUM GASKET-EXHAUST CIRCULAR 5"	15.45	14.06
2	M84-6044-007 STRAP ASSY-SELECTIVE CATALYTIC REDUCTION	60.04	54.64
1	2866337CUM GASKET-EXHAUST CIRCULAR 5"	15.45	14.06

636093 783 PULLED THE TRUCK BACK INTO THE SHOP, PULLED CODES AND HAD MULTIPLE INACTIVE CODES. 6656, 3232, 2771, 4151, 4152, 1894. LOW

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COUNTS AND INACTIVE. TALKED WITH LEAD TECH AND WANTED TO CLEAR CODES AND PERFORM A REGEN. CLEARED CODES AND PERFORMED THE REGEN. THE REGEN WAS SUCCESSFUL AND NO CODES CAME BACK, TALKED WITH SERVICE WRITER AND WANTED THE TRUCK LONG TEST DRIVE, TEST DROVE THE TRUCK FOR 100 MILES AND ON THE WAY BACK TO THE SHOP THE CHECK ENGINE LIGHT CAME BACK ON, PULLED CODES AND HAD 1 COUNT FOR 5655 FOR THE SCR EFFICIENCY, THE CODE WAS NOT LOGGED BEFORE. STARTED TO T/S THE CODE, INSPECT FOR EXH LEAKS, NO LEAKS FOUND, NO DEF LEAKS, CHECKED DEF FOR CONTAMINATION AND ITS AT 32% OK, PERFORMED DEF PUMP PRESSURE TEST AND PASSED HELD PRESSURE AT 130 PSI, PERFORMED DEF DOSING VALVE FLOW TEST AND PASSED. THEN PERFORMED SCR EFFICIENCY TEST AND AFT SYSTEM GOT TOO HOT HAD TO COOL DOWN AND TRY THE TEST AGAIN. HAD TO RESTART THE SCR TEST 3 TIMES DUE TO THE THROTTLE POSITION KICKING IT OUT AND NOTHING WAS TOUCHING THE THROTTLE. SCR TEST FAILED AND SAYS TO REPLACE THE SCR, GOT A P/A FOR PARTS AND NEED TO CONTACT THE CUSTOMER. PARTS ARE IN VEGAS. 2439- PERFORMED A REPLACEMENT OF THE SCR AS PER REQUEST. REMOVED THE PASSENGER STEPS. REMOVED THE STEP BRACKET. REMOVED THE EXHAUST STACK CLAMP. REMOVED THE EXHAUST STACK BUSHING BRACKET. REMOVED THE EXHAUST STACK. REMOVED THE BOLTS HOLDING ON THE SCR- DPF ASSEMBLY. USED THE FORK LIFT TO HOLD THE SCR-DPF ASSEMBLY. REMOVED THE TOP CONNECTER. REMOVED THE DEF DOUSER. REMOVED THE EXHAUST CLAMP FROM THE DPF. REMOVED THE DPF- SCR ASSEMBLY. REMOVED THE SCR FROM THE DPF. REMOVED ALL SENSORS AND CONNECTERS FROM THE SCR. INSTALLED THE SENSORS AND CONNECTERS TO THE NEW SCR. CLEANED THE OLD GASKETS OFF THE DPF. INSTALLED THE NEW GASKETS. INSTALLED THE NEW SCR. INSTALLED THE CLAMPS. INSTALLED THE SCR & DPF ASSEMBLY BACK ONTO THE TRUCK. INSTALLED THE DEF DOSER. INSTALLED THE DPF CLAMPS. INSTALLED THE STEP BRACKET. INSTALLED THE STACK. STACK WOULD NOT LINE BACK UP. HAD TO REMOVE THE BOTTOM STACK BRACKET. STILL WOULD NOT LINE UP. REMOVED THE MID EXHAUST STACK CLAMP. MOVED THE STACK SO IT WOULD LINE BACK UP WITH THE SCR. TIGHTENED THE CLAMPS. PLUGGED IN THE CONNECTOR. INSTALLED THE STEPS. PERFORMED A REGEN. REGEN PASSED. QC COMPLETE. 790: TEST DROVE TRUCK, NO PROBLEMS OCCURRED.							

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MISC			ENVIRONMENTAL FEE			25.00	25.00
			C				

EST: 344.59 14JAN22 13:51 SA: 2189

CONTACT:

STEERING IS BINDING UP

PETERBILT "TRUCKCARE"
 (800)473-8372
 24 HOUR EMERGENCY ROADSIDE SERVICE
 WWW.PETERBILT.COM

DESCRIPTION	TOTALS
LABOR AMOUNT	3577.50
PARTS AMOUNT	7698.49
GAS, OIL, LUBE	0.00
SUBLET AMOUNT	0.00
MISC. CHARGES	729.25
TOTAL CHARGES	12005.24
LESS INSURANCE	0.00
SALES TAX	912.40
PLEASE PAY THIS AMOUNT	12917.64

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