



S272

PETERBILT OF COUNCIL BLUFFS

2546 MID-AMERICA DRIVE
COUNCIL BLUFFS, IA 51501
Phone: (712) 325-9700 Fax: (712) 325 - 9800

Peterbilt TruckCare Roadside Assist 800-473-8372

SERVICE INVOICE

RO113089688:01

P.O. Number

T800

Invoice Date

05/19/2022

SERVICE INVOICE



V.I.N 1XKDDP9X6BJ280894

Engine Serial A30791

Vehicle ID # 191797

Cust Unit #

2011 KENWORTH

CONSTRUCT T800

Date In	Date In Service	Mileage	Engine Hrs	Date Out	Bill Type	Terms	Writer	Reviewer
04/29/2022	03/28/2011	396,309	12,486	04/29/2022	SR	N10TH	AMELDIAZ	33005

Sold Operations

Job#1 CHK ENGINE

CHECK ENGINE LIGHT

CAT WARRANTY HAVE ENGINE DOWNLOAD

SR

Condition

CHECK ENGINE LIGHT -CEL -

Cause

538004



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04/29/2022	03/28/2011	396,309	12,486	04/29/2022	SR	N10TH	AMELDIAZ	33005

Correction 33083- INSPECTED CODES. FOUND CODE P3917 FOR EAS-3 COMMUNICATION WITH 128 COUNTS. STARTED T/S P3917.
1A- YES- CODE INACTIVE WITH 128 COUNTS.
2A- YES- FOUND CORROSION AT DEF PUMP MODULE. INSPECTED CONNECTOR AND FOUND HOLE CORRODED IN MODULE CONNECTOR. CHECKED WITH PARTS FOR PUMP. GOT NEW PUMP FROM PARTS. PINCHED COOLANT LINES AND REMOVED DEF TANK FROM TRUCK. REMOVED PUMP MODULE FROM TRUCK. INSPECTED CONNECTOR ON HARNESS. FOUND CORROSION HAD ATE INTO CONNECTOR. REPLACED CONNECTOR AND REPAIRED WIRING. INSTALLED NEW DEF PUMP. INSTALLED CONNECTOR. INSTALLED DEF TANK AND RECONNECTED COOLANT LINES. CLEARED CODES. RECHECKED CODES AND FOUND CODE P3845 STILL ACTIVE. STARTED T/S P3845.
STEP 1A-YES
STEP 1B-NO
STEP 2A-NO
STOPPED THERE. STILL NEEDS P3845 TROUBLESHOT.
cleared coeds. checked checked on the other ones that were active but all information. codes. proceeded with diagnostic on the p3845. had to find and clean the acm connector as it was covered in dirt and hydraulic oil. worked the connector out. had to find a schematic on the KW side. checked for power and unit had 12V. check resistance on can wires. unit had 61 ohms. checked can hi an can lo had resistance to ground.
VERIFIED POWER TO A-CAN. INSPECTED FUSE TO A-CAN AND FUSE IS GOOD. INSPECTED POWER OUT OF A-CAN AND FOUND NO POWER. INSPECTED SIGNAL WIRES FROM A-CAN PINS 14 AND 15 TO CHASSIS/ ENGINE HARNESS CONNECTOR PINS S&R. FOUND NO RESISTANCE IN WIRES. INSPECTED SIGNALS WIRES FROM PINS S AND R AT CHASSIS HARNESS TO PINS 56 AND 48 AT J2 PORT ON ECU CONNECTOR AND FOUND NO RESISTANCE IN SIGNAL WIRES. TESTED RESISTANCE ACROSS A-CAN AND FOUND 121 OHMS. STARTED TCS CASES 05039230 AND 05039245. Checked back on TCS case. was asked to check pin drag on all connections points. checked found nothing out of the normal. reply back. got a response and it was to try a test DCU. Already have one installed and it still has the same active code. waiting on response. found that i had resistance in between all the pins on the inlet nox sensor. got a diagram. started looking for the aftertreatment harness connection. spent time looking for that to find out the connection was integrated into the harness. disconnected the ACM after finding on the side of the frame rail next to the tranny. had to removed the acm to disconnected the connectors as they were stuck from all the dirt build up. disconnected round connector on the firewall to checked can. unit had 40 ohms with out everything else disconnected. concluding the engine to oem harness is rubbed somewhere. ordered one. CUT ZIP TIES HOLDING ENGINE HARNESS. DISCONNECT AT GROUND, DISCONNECT AT ALL CONNECTORS AND FIREWALL. DISCONNECT AT STARTER AFTER DISCONNECTING BATTERIES. REMOVE OLD ENGINE HARNESS. INSTALL NEW ENGINE HARNESS AND ROUTE AS IT WAS PREVIOUSLY. DID NOT TIE DOWN AS YET UNTIL REPAIRS ARE COMPLETED. RECONNECT ALL HARNESS CONNECTIONS. RECONNECT GROUND AND STARTER. RECONNECT ALL CHASSIS HARNESS CONNECTORS THAT WERE UNHOOKED AND TCU CONNECTIONS. RECONNECT BATTERIES. CONNECTED CBCT05 TO TRUCK. FOUND SEVERAL CODES ACTIVE. INSPECTED FUSES. FOUND FUSE FOR DCU POWER BAD. REPLACED FUSE AND CHECKED CODES. FOUND CODES STILL ACTIVE. SEARCHED FOR BAD SPOTS IN HARNESS AND COULDN'T FIND ANY. WENT TO CHECK POWER INTO PCMI AND FOUND C CONNECTOR LOOSE. LOCKED CONNECTOR IN AND CHECKED CODES. ALL CODES EXCEPT P3845 AND U1015 WENT INACTIVE. CLEARED CODES. CODE 3845 CLEARED. STARTED TROUBLESHOOTING U1015

Qty	Item	Description	Price Each	Extended
		LABOR TO PERFORM REPAIRS		4,262.50



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SERVICE INVOICE

V.I.N 1XKDDP9X6BJ280894

Engine Serial A30791

Vehicle ID # 191797

Cust Unit #

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04/29/2022	03/28/2011	396,309	12,486	04/29/2022	SR	N10TH	AMELDIAZ	33005	
1	113P/2050811PRX	DEF DOSING MODULE, 12V				1,034.40		1,034.40	
25	113P/CT05317	TIE-CABLE 50LB 15.5" BLK				0.17		4.25	
5	113P/5-025DSP	WIRE-3/8"SPLIT BLK CNVLTD POLY				0.43		2.15	
12	113P/CT03316	TIE-CABLE 50LB 8" BLK				0.06		0.72	
1	113I/32463	MINI FUSE 20 YELLOW				0.69		0.69	
3	113I/SP3-21373	FIR TREE CABLE MT TIE STRP				1.10		3.30	
2	113I/104180	10-1.50 X 30 MM C/S SS				1.06		2.12	
2	113P/HWC06446	BOLT-HEX M8-1.25X25 SS POL				7.38		14.76	
1	113P/P20-1258-111219104	CONNECTOR-ELECTRICAL, 12-WAY, BLACK				25.79		25.79	
10	113P/PACSV-0013	TERMINAL JUMPER				2.13		21.30	
10	113P/1-1961DSP	CONNECTOR-CRMP&SEAL 20-18 GA				1.03		10.30	
2	113P/HT92500	TUBING-HEAT SHRNK BLK 1/4 18-14GA				1.19		2.38	
31	113P/CT05512	TIE-CABLE 120LB, 15.25" BLK				0.30		9.30	
-1	113P/2050811PRX-CORE	DEF DOSING MODULE, 12V -- CORE				300.00		-300.00	
1	113P/350246WMA	SENSOR-UREA LEVEL				178.72		178.72	
1	113P/P92-5215-200	HARNESS-ENGINE MX13				2,240.68		2,240.68	
1	113P/2050811PRX-CORE	DEF DOSING MODULE, 12V -- CORE				300.00		300.00	
1	CPU	ENGINE COMPUTER HOOK UP				100.00		100.00	
Total Labor	4,262.50	Total Parts	3,550.86	Total Other	100.00	Prepay	\$0.00	Job#1 Total	7,913.36

Job#2 CHK ENGINE

CHECK ENGINE LIGHT

CAT WARRANTY HAVE ENGINE DOWNLOAD

SR

Condition

CHECK ENGINE LIGHT - CONTINUED

Cause

Correction

33004 - BROUGHT TRUCK INSIDE. CONNECTED CBCT13. CODE U1015 FOR COMMUNICATIONS LOSS WITH EAS-4 MODULE. CHECKED FUSE FOR EAS MODULE AND FOUND GOOD. CHECKED RELAY AND FOUND RELAY PIN 85 WAS NOT POWERED UP WHEN IGNITION WAS ON. INVESTIGATED SCHEMATICS AND FOUND CIRCUIT IS SHARED WITH IGNITION FOR CHASSIS NODE. CHECKED CONTINUITY FROM CHASSIS NODE TO PIN 85 AND HAD GOOD CONTINUITY. APPLIED 12V TO PIN 2 OF PORT A AT CHASSIS NODE AND RELAY CLICKED. FOLLOWED POWER SOURCE FOR PIN 2 AT PORT A OF CHASSIS NODE AND FOUND IT IS POWERED BY A 10AMP FUSE IN THE CAB PDC. CHECKED FUSE. FUSE IS GOOD. FOUND CONNECTOR 102 AND DISCONNECTED. FOUND BENT PINS AT PIN 25 AND 23. PIN 25 POWERS THE AFTERTREATMENT RELAY. REPAIRED PINS AND SECURED HARNESS. CONNECTED CBCT13 AND ALL CODES INACTIVE. CLEARED CODES. BACKED TRUCK OUTSIDE AND CLEANED BAY.

Qty	Item	Description	Price Each	Extended
LABOR TO PERFORM REPAIRS				
1	113I/32405	ATO 15 FUSE BX-5 BLUE	0.47	0.47
Total Labor		1,061.75		
Total Parts		0.47		
Total Other		0.00		
Prepay		\$0.00		
Job#2 Total			1,062.22	



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Engine Serial A30791

Vehicle ID # 191797

Cust Unit #

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04/29/2022	03/28/2011	396,309	12,486	04/29/2022	SR	N10TH	AMELDIAZ	33005

DISCLAIMER OF WARRANTIES

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WE HEREBY CERTIFY THAT THESE GOODS WERE PRODUCED IN COMPLIANCE WITH ALL APPLICABLE REQUIREMENTS OF SECTIONS 6, 7 AND 12 OF THE FAIR LABOR STANDARDS ACT OF 1938, AS AMENDED AND OF REGULATIONS AND ORDERS OF THE ADMINISTRATOR OR WAGE AND HOUR DIVISION ISSUED UNDER SECTION 14 THEREOF.

Please remit to: Sioux City Truck Sales, Inc. PO Box 386 Sioux City, IA 51102-0386

Parts : 3,551.33

Labor : 5,324.25

Sublet : 0.00

Prepay: \$0.00

Other Charges : \$100.00

Misc Supplies : 75.00

EPA Charge : 10.00

Sales Tax : 634.24

Total: 9,694.82

Customer Signature X

PETERBILT OF COUNCIL BLUFFS

SERVICE PRE-INVOICE

Service Order

RO113089908

P.O. Number

THIS IS NOT AN INVOICE



V.I.N **1XKDDP9X6BJ280894**
 Engine Serial A30791
 Vehicle ID # 191797 Cust Unit #
 2011 KENWORTH CONSTRUCT T800

Date In	Date In Service	Mileage	Date Out	Bill Type	Terms	Writer	Reviewer
05/26/2022	03/28/2011	396,468	05/26/2022	SR	N10TH	33026	33026

Job#1 MPGDIAGNOSTIC *DIAGNOSE FOR REPAIR*

Condition **DIAGNOSE FOR REPAIR -MPGDIAGNOSTIC -**

SR

Cause

Correction

33054-had codes for def pump pressure or stuck close. printed the codes and checked to see the diag procedure. the 2 codes had the same diagnostic procedures. of checking the def quality. then checking to see if there was any contaminants. unit passed. then was prompted to check if the code would clear. after was told to run the truck at idle to see if codes came back. codes did come back. perform def pump priming and pump pressure and it was in spec.

33054- Def dozer its unhooked right now after performing test on it. tried checking the wiring at the pump. notice a couple of the crimps pushed back. changed some and got different code to come up. at this moment believe the splices are causing too much resistance on unit.

33054-got unit ready to get pulled out.

33054-rechecked the wiring to make sure it wasn't something else. Performed the def pump test again and unit came with the similar outcome, still in spec. connections are causing resistance where the splices are in the harness. checked to see if we had a harness. had to order directly from KW truck down. ordered pins for the unit. ETA 6/3/22

33054- Pulled unit inside. got the parts. had to search for the right pin removal tool. had to ask another tech for it. had to help other tech with bendix codes. had to help other tech set up to remove bearings from other unit. removed all terminals. all codes when inactive. performed the def purge and dozing valve test. got unit ready for regen. pulled outside. regen the unit. while in regen other code came active. found a small coolant leak as well. code p3890. cleared the codes. and set on idle code p3926 came active. need to check def lines.

33054-Checked to see if there were any updates on TCS for that same code. none found. went back on the diag for code p3926. started checking the lines to make sure they were in the right spot. checked for leaks. found pressure line wet, after inspecting the whole line was soaked in hydraulic fluid. inspecting more the hose is swelled up from all the hydraulic oil on it. tried to see if we had a line but line is on back order. moving to another job.

33054-Jump started unit. parked out back. tried to clean the bay as best as possible.

33054-Got ready to pulled in unit. but was told to move onto a next truck.

33054-GOT ON UNIT. REMOVED THE OLD DEF LINE. INSTALLED BACK ON THE NEW ONE. PUT INTO REGEN UNIT PASSED REGEN BU CODE 3926 STILL CAME UP. PARKED UNIT SO SECOND SHIFT WOULD HAVE AREA TO WORK IN. 33054-still keeping up with TCS case.

33054-kept working on case file with TCS.

33054-got unit started. let idle. verified no codes were active. pulled outside to run regen. unit ran regen and no codes were active. rechecked for leaks. topped off coolant. unit needs test drive.

33054- checked up on case. case got escalated to PB field service rep.

33054-FOLLOWED INSTRUCTIONS TO FLUSH THE DEF SYSTEM. RAN LUKE WARM DISTILLED WATER. REPLACED THE TANK FILTER. CLEANED THE DOZER FROM BUILD UP. FILLED UNIT WITH NEW FLUID. SECURED EVERYTHINGH BACK ON. PULLED UNIT OUTSIDE. RAN A REGEN. CLEARED CODES. PULLED BACK INSIDE. NEED TO CHECKIN THE AM.

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RO113089908

P.O. Number

V.I.N 1XKDDP9X6BJ280894

Engine Serial A30791

Vehicle ID # 191797 Cust Unit #

2011 KENWORTH CONSTRUCT T800

Date In	Date In Service	Mileage	Date Out	Bill Type	Terms	Writer	Reviewer
05/26/2022	03/28/2011	396,468	05/26/2022	SR	N10TH	33026	33026

Qty	Item	Description	Price	Extended
		LABOR TO PERFORM REPAIRS		6,200.00
4	113P/1-1961DSP	CONNECTOR-CRMP&SEAL 20-18 GA	1.03	4.12
4	113I/30001	22-18 NON-INSULATED BUTT CONN	0.85	3.40
2	113P/HT92500	TUBING-HEAT SHRNK BLK 1/4 18-1	1.22	2.44
15	113P/PACSV-0013	TERMINAL JUMPER	2.17	32.55
2	113P/HT92500	TUBING-HEAT SHRNK BLK 1/4 18-1	1.22	2.44
12	113I/30001	22-18 NON-INSULATED BUTT CONN	0.85	10.20
2	113M/SURESHOT	BRAKE CLEAN	1.28	2.56
1	113P/2050811PRX	DEF DOSING MODULE, 12V	1,075.78	1,075.78
3	113P/D1030-3625	HOSE-HEATER #10X25' J20R3	7.02	21.06
4	113P/9210TRP	CLAMP-HOSE W/LINER #10	1.62	6.48
1	113P/EC3555	COOLANT-TRP ELC 50/50 DRUM	8.79	4.40
1	113P/085360	KIT-MESH FILTER W/CLIP RING &	13.63	13.63
1	113P/2048818PE	KIT-MOUNTING HARDWARE	49.67	49.67
2	113M/1516-2.5DEF	DEF 2.5 GALLONS	13.00	26.00
10	113P/CT05512	TIE-CABLE 120LB, 15.25" BLK	0.30	3.00
2	113I/63197	8-1.25 X 25 MM HEX HD C/S 10.	0.85	1.70
1	113P/2050811PRX-CORE	DEF DOSING MODULE, 12V	300.00	300.00

Total Labor	6,200.00	Total Parts	1,559.43	Total	7,759.43
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Job#2 CHK ENGINE CHECK ENGINE LIGHT ***CAT WARRANTY HAVE ENGINE DOWNLOAD***

Condition CHECK ENGINE LIGHT -CEL - CEL TRUCK WAS TOWED IN WITH DRIVE SHAFT INSTALLED. SR

Cause

Correction 33004 - REMOVED SUCTION AND PRESSURE LINE FROM TANK TO DOSING MODULE. FOUND SUCTION FITTING LOOSE. TIGHTENED FITTING. PERFORMED VISUAL INSPECTION AND PERFORMED BALL BEARING TEST. NO RESTRICTIONS FOUND. REMOVED DEF DOSING MODULE AND HARNESS. PERFORMED CIRCUIT CONTINUITY TEST OF HARNESS AND FOUND PIN 6 AND 12 WERE REVERSED AT THE DEF DOSING MODULE. DEPINNED TERMINALS 6 AND 12 AND PLACED IN CORRECT ORIENTATION. INSTALLED DEF PUMP, BRACKET AND HARNESS. BACKED OUTSIDE AND PERFORMED STATIONARY REGEN. DEF PRESSURES AND DOSING RATE ARE IN SPEC. CODES ARE INACTIVE. CLEARED CODES AND BACKED OUTSIDE. CLEANED BAY.

UNIT NEEDS TEST DRIVEN TO VERIFY REPAIR

33036- TEST DROVE TRUCK TO MAKE SURE TH CHECK ENIGNE LIGHT WOULD NOT COME ON, AND IT DID NOT.

Qty	Item	Description	Price	Extended
		LABOR TO PERFORM REPAIRS		957.90
1	113P/M50-6031-71132800	HOSE ASSY-HTD DEF PRES (6 X 2800MM)	406.89	406.89
Total Labor			957.90	
Total Parts			406.89	
Total			1,364.79	



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Misc. Charges :	0.00
Parts :	1,966.31
Labor :	7,157.90
Sublet :	0.00
Misc Supplies :	75.00
EPA Charge :	10.00
Sales Tax :	644.64

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Total: 9,853.85