



Peterbilt of Louisiana, LLC

16310 Commercial Avenue Baton Rouge, Louisiana 70816
 Phone: (225) 273-8300



Case Number: 13550026
Repair Order Number: 350578
Purchase Order Number: N/A
Service Advisor: Makke, Tammy - Case Date 2023-08-03 14:30:33 -0500
ETR: 9/15/2023 at 03:00 pm CDT

Customer: Kenan Advantage Tsc Plaquemine, La	Unit Number: 2212397	
Address: 9312 SOUTH RIVER RD PLAQUEMINE, LA 70765 Phone: (225) 687-6050 Fax: N/A Customer Number: 60007	Asset: 2017 Peterbilt 579 Serial Number: HD359731 VIN: 1XPBDP9X0HD359731 Engine: MX-13	Engine Hours: 25302 Mileage: 585665 Miles Warranty Start: 2016-03-24 12:00:00 -0500 In Service: 7 Years 6 Months

Item	Operation Name	Labor Hours	Hourly Rate	Parts	Core Prices	Additional Charges	Totals
1	Rapid Check (Triage Diagnostics) 10 Complaint: UNIT#2212397...SOUNDS LIKE GRINDING IN TENTH GEAR. Cause: WILL NEED TO REPLACE RR AIR BAG (LEAKING) ON REAR SUSPENSION. . . WILL NEED TO ADJUST REAR SUSPENSION RIDE HEIGHT (SOMEONE REPLACE LEVELING VALVE ITS NEW & BOLTS LOOSE) THEN ROAD TEST AGAIN. . Labor: Additional Charges: FUEL, FUEL	2	\$163.00				\$326.00 \$250.02 \$250.02
2	RR AIR BAG Complaint: WILL NEED TO REPLACE RR AIR BAG (LEAKING) ON REAR SUSPENSION. . . WILL NEED TO ADJUST REAR SUSPENSION RIDE HEIGHT (SOMEONE REPLACE LEVELING VALVE ITS NEW & BOLTS LOOSE) THEN ROAD TEST AGAIN. . Labor: Parts: -(1.0) [AS90690] SPRING-AIR PETERBILT -(1.0) [HWU05899] WASHER-ROUND USS 1/2 GR8 ZN/YEL -(1.0) [HWU05509] NUT-HEX SL NYL 1/2-13NCX0.594T N1610 ZYL -(2.0) [HWU06003] WASHER-LOCK HELSPRG 3/8 GR8 ZN -(2.0) [HWU00712] BOLT-HEX 3/8-16NCX1-1/4 GR8 ZN/YEL	2	\$163.00				\$326.00 \$116.42 \$114.36 \$0.50 \$0.98 \$0.20 \$0.38
3	3478 TIME Complaint: (TRIAGE) CONNECTED TO TRUCK AND READ OUT FAULT CODES. FOUND A RECENTLY PRESENT FAULT OF 3914 FOR OUTLET NOX DATA DRIFTED HIGH. 3914 TS 1A) ENGINE IS A MODEL YEAR 2016. 1B) SOFTWARE NOT UP TO DATE. UPDATED SOFTWARE. FAULT STILL PRESENT. 2A) CHECKED FOR ASSOCIATED FAULT CODES. NONE PRESENT. 3A) VISUALLY INSPECTED CONNECTOR AND SENSOR. NO DAMAGES OR FAULTS FOUND WITH ANY PHYSICAL COMPONENTS THAT ARE OBSERVABLE. 3B) PERFORMED OUTLET NOX SENSOR TEST. TEST FAILED 3 TIMES. 3C) CHECKED VOLTAGE AT SENSOR AS OUTLINED IN THE CHECKING PROCEDURE ON RMI. ALL MEASURED VALUES ARE WITHIN RANGE. NEED TO REPLACE SENSOR. /// FAULTS PRESENT FOR COMMUNICATION ISSUES WITH THE ABS, FROM THE ENGINE (U0104, U0133, U1136, U1150, AND U1198). THE ENGINE IS ALSO REPORTING FAULT P156E FOR VEHICLE SPEED SENSOR VOLTAGE BELOW NORMAL AT PIN B12 OF THE PCI. CONNECTED ACOM TO UNIT AND FOUND THE FRONT RADAR INCAPABLE OF COMMUNICATIONS. INSPECTED ABS WIRING AND FOUND SEVERAL WIRES SHORTED OUT ON THE FUEL SUPPLY LINE TO THE FUEL FILTER. A FEW OF THE WIRES ARE A TWISTED PAIR AND WILL NOT BE ABLE TO BE REPAIRED. THE ABS CHASSIS HARNESS WILL NEED TO BE REMOVED AND REPLACED. /// Cause:						



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Item	Operation Name	Labor Hours	Hourly Rate	Parts	Core Prices	Additional Charges	Totals
	<p>ENGINE CURRENTLY ILLUMINATING A CEL DUE TO SOOT LEVEL. FAULT CODE 3833 IS PRESENT RECENTLY, BUT THE HIGH SOOT LEVEL FAULTS BEGIN BEFORE THE FUEL DOSER FAULT. CHECKED THE IDLE HISTORY AND FOUND THE UNIT CURRENTLY LOGGED AT NEARLY 60% IDLE TIME. REPAIR HISTORY ON DECISIV SHOWS THAT THE UNIT HAD THE FILTER CLEANED ROUGHLY 3000 ENGINE HOURS AGO. GIVEN THE IDLE PERCENTAGE, THE FILTER WILL NEED TO COME OFF FOR CLEANING/INSPECTION. THE ENTIRE DPF CRADLE WILL NEED TO BE REMOVED TO REMOVE AND CLEAN THE DPF AND DOC. THE COOLANT WILL NEED TO BE DRAINED TO DISCONNECT THE DEF SYSTEM AND DEF HEATERS. /// FOR THE FAULT 3833 FOR FUEL DOSER OPEN CIRCUIT, THE AFTERTREATMENT CHASSIS HARNESS WAS INSPECTED IN SEVERAL TROUBLE LOCATIONS THAT TYPICALLY CHAFFE. THE EAS MODULE BRACKET HAD TO BE REMOVED TO ACCESS THE EAS CONNECTORS FOR TESTING THE CIRCUIT. ONE BOSS FOR THE BRACKET BROKE LOOSE AND THE BOLT HAD TO BE CUT OUT FOR THE BRACKET TO BE REMOVED. THE MOUNTING BRACKET NEEDS TO BE REPLACED ON THE FRAME RAIL DUE TO THE SPUN THREADED INSERT. /</p> <p>Correction:</p> <p>THE AFTERTREATMENT CHASSIS HARNESS TESTED OUT FINE, UNABLE TO LOCATE ANY OPEN CIRCUITS ON THE TWO FUEL DOSER WIRES FROM THE DOSER BACK TO THE EAS MODULE. UNABLE TO FIND ANY EXPOSED WIRING BELONGING TO THE CIRCUIT. THE DOSER WAS DISCONNECTED AND THE RESISTANCE OF THE DOSER WAS CHECKED. THE DOSER TESTED OUT GOOD AND WITHIN SPECS. THE OEM ENGINE HARNESS WAS FOUND SHORTED IN SEVERAL LOCATIONS THAT WILL REQUIRE REPLACEMENT. FIRST, WIRE ORN3111-101 WHICH TRAVELS FROM THE PDC, TO THE 3 MAIN PCI POWER SUPPLY CONNECTIONS AT B60, B61, AND B62. ALONG WITH THE SHORT ENGINE POWER SUPPLY, ANOTHER GREY WIRE WAS FOUND RUBBED AWAY WITH EXPOSED COPPER. WHEN THE WIRE WAS TESTED FOR CONTINUITY AT CONNECTOR J138C, THE WIRE WAS FOUND TO BE GRA3912-101 FOR STARTER RELAY. THIS WIRE SHOWS SEVERAL SHORTS TO OTHER WIRES IN CONNECTOR J138C. THE WIRING INSIDE THE BUNDLE SOMEWHERE IS SHORTED, PIN-TO-PIN WITH OTHER CIRCUITS. THE OEM ENGINE HARNESS WILL NEED TO BE REPLACED AS WELL. /// DURING THE SEARCH FOR WIRING SHORTS AND OPEN CIRCUITS, THE CHASSIS HARNESS WAS FOUND TO HAVE SHORTED OUT IN SEVERAL AREAS AS WELL THAT WOULD REQUIRE REPLACEMENT AT THIS POINT. THE REMOTE THROTTLE WIRING HAS RUBBED AWAY AND ALMOST BROKEN IN HALF. THE CHASSIS HARNESS NEEDS TO BE REPLACED AT THIS TIME AS WELL.</p>	5.5	\$163.00				\$896.50
4	<p>OUTLET NOX</p> <p>Complaint:</p> <p>NEED TO REPLACE OUTLET NOX SENSOR DUE TO FAULT 3914. SEE TRIAGE STORY FOR CAUSE.</p>	4	\$163.00				\$652.00
5	<p>ABS CHASSI HARNESS</p> <p>Complaint:</p> <p>THE ABS CHASSIS HARNESS HAS BROKEN TWISTED PAIRS OF WIRING. THE HARNESS NEEDS TO BE REMOVED AND REPLACED.</p>	15	\$163.00				\$2,445.00
	<p>Parts:</p> <p>-(1.0) [A92-1064-6818H4288] HARNESS - 2.1M ABS CHASSIS, BENDIX \$1,519.97 \$0.00 \$1,519.97</p> <p>-(50.0) [CT05512] TIE-CABLE 120LB, 15.25" BLK \$0.29 \$0.00 \$14.50</p> <p>-(1.0) [06133] TAPE ELECTRICAL \$9.94 \$0.00 \$9.94</p>						
	<p>Additional Charges:</p> <p>MISC, POLICY -\$3,200.00 -\$3,200.00</p>						
6	<p>DPF2 DPF/DOC PNEUMATIC CLEANING</p> <p>Complaint:</p> <p>THE DOC AND DPF NEED TO BE REMOVED FOR INSPECTION AND CLEANING DUE TO HIGH IDLE PERCENTAGE.</p>	8.5	\$163.00				\$1,385.50



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Item	Operation Name	Labor Hours	Hourly Rate	Parts	Core Prices	Additional Charges	Totals	
Parts:							\$240.69	
	-(1.0) [2866337CUM] GASKET, AFM DEVICE			\$11.59	\$0.00		\$11.59	
	-(1.0) [90-0013] CLAMP-V BAND 5"			\$9.46	\$0.00		\$9.46	
	-(2.0) [1818631PE] GASKET-DPF FILTER			\$31.17	\$0.00		\$62.34	
	-(2.0) [1912710PE] CLAMP- V BAND			\$78.65	\$0.00		\$157.30	
Additional Charges:							\$185.00	
	DPF2, CLEANING					\$185.00	\$185.00	
7	EAS MODULE BRACKET							
	Complaint:							
	THE EAS MODULE FRAME RAIL BRACKET NEEDS TO BE REMOVED AND REPLACED. THE AIR TANK IN FRONT OF THE MOUNTING LOCATION WILL NEED TO BE REMOVED FOR ACCESS.							
	Labor:	2.5	\$163.00				\$407.50	
	Parts:							\$148.62
	-(1.0) [M11-6657] BRACKET-ACM FRAME			\$44.24	\$0.00		\$44.24	
	-(1.0) [UPSR] NEXT DAY AIR SHIPPING			\$85.00	\$0.00		\$85.00	
	-(2.0) [HWC12501] NUT-HEX SL NYL M16-2.00X18.50T CL10 CODC			\$1.73	\$0.00		\$3.46	
	-(4.0) [60508ZYEL] BOLT-HEX M16-2.00X80 CL10.9 ZNYEL			\$3.98	\$0.00		\$15.92	
8	OEM HARNESS							
	Complaint:							
	THE OEM ENGINE HARNESS NEEDS TO BE REPLACED DUE TO SHORTED ENGINE POWER SUPPLIES.							
	Labor:	8	\$163.00				\$1,304.00	
	Parts:							\$2,788.26
	-(1.0) [D92-6038-0133332] HARNESS-ENGINE, MY16, MX-13			\$2,688.76	\$0.00		\$2,688.76	
	-(1.0) [UPSR] NEXT DAY AIR SHIPPING			\$85.00	\$0.00		\$85.00	
	-(50.0) [CT05512] TIE-CABLE 120LB, 15.25" BLK			\$0.29	\$0.00		\$14.50	
9	006 ENGINE							
	Labor:	13	\$163.00				\$2,119.00	
	Parts:							\$3,393.36
	-(1.0) [P92-9432-070801380] HARNESS-CHASSIS,2.1M			\$3,293.86	\$0.00		\$3,293.86	
	-(1.0) [UPSR] NEXT DAY AIR SHIPPING			\$85.00	\$0.00		\$85.00	
	-(50.0) [CT05512] TIE-CABLE 120LB, 15.25" BLK			\$0.29	\$0.00		\$14.50	
10	TEMP ACTUAOR DOOR							
	Complaint:							
	(AC FAULT) CONNECTED LAPTOP AND CONNECTED TRUCK TO ESA. PERFORMED ACTUATOR CALIBRATION TEST. TEST FAILED DUE TO TEMPERATURE ACTUATOR AND RECIRC ACTUATOR. REMOVED DASH PANELING AND ACCESSED AC ACTUATORS. REMOVED TEMPERATURE ACTUATOR FOR INSPECTION. FOUND TEMP ACTUATOR DOOR SPLINES BROKEN. ACTUATOR INCAPABLE OF CONTROLLING DOOR. THE DASH WILL HAVE TO BE REMOVED AND THE HVAC ASSEMBLY SWAPPED OVER. THE COOLANT WILL NEED TO BE DRAINED ALONG WITH THE FREON RECOVERED TO SPLIT THE SYSTEM APART FOR REMOVAL.							
	Labor:	15	\$163.00				\$2,445.00	
	Parts:							\$1,373.80
	-(1.0) [SR2000091] FILTER-RECIRC AIR			\$7.95	\$0.00		\$7.95	
	-(1.0) [F37-1022-100] DRYER-RECEIVER W/DYE W/SLPR			\$75.53	\$0.00		\$75.53	
	-(2.0) [730393ATC] WASHER-SEALING A/C #8			\$1.06	\$0.00		\$2.12	
	-(2.0) [730392ATC] WASHER-SEALING A/C #6			\$0.90	\$0.00		\$1.80	
	-(1.0) [R134A6] R134A REFRIGERANT			\$74.95	\$0.00		\$74.95	
	-(1.0) [F31-1309-02] HVAC HOUSING KIT			\$1,077.48	\$0.00		\$1,077.48	
	-(1.0) [84032173] SEAL KIT			\$32.56	\$0.00		\$32.56	



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Item	Operation Name	Labor Hours	Hourly Rate	Parts	Core Prices	Additional Charges	Totals
-(1.0) [84032723]	SEAL-KIT			\$16.41	\$0.00		\$16.41
-(1.0) [UPSR]	NEXT DAY AIR SHIPPING			\$85.00	\$0.00		\$85.00

11 ADD'L PARTS DURING REPAIRS

Complaint:

So first major additional finding for this truck: The DPF element has shifted inside of the canister and the T3 sensor probe is bent to nearly 45 degrees. The probe seems like it should be able to be bent back, but I would recommend replacing it. The entire DPF temp sensor module would have to be replaced at that point. The mounting strap for the sensor bracket broke upon removal and needs to be replaced. No additional labor necessary.

Cause:

Pictures of the DPF outlet have been uploaded to the case for review.

Labor:

0 \$163.00 **\$0.00**

Parts:

-(1.0) [2274611PE]	DPF KIT, W/ CLAMPS, GASKETS, EPA13			\$3,137.67	\$0.00		\$3,137.67
-(1.0) [2129818PE]	SENSOR,TEMPERATURE			\$278.67	\$0.00		\$278.67
-(1.0) [1912711PE]	CLAMP-BAND			\$70.67	\$0.00		\$70.67
-(1.0) [2274611PE]	DPF KIT, W/ CLAMPS, GASKETS, EPA13			\$2,624.07	\$0.00		\$2,624.07
-(1.0) [2129818PE]	SENSOR,TEMPERATURE			\$278.67	\$0.00		\$278.67
-(1.0) [1912711PE]	CLAMP-BAND			\$70.67	\$0.00		\$70.67

12 TRAILER HARNESS

Cause:

The trailer harness connector that connects to the chassis harness is full of corrosion. I tried to remove one socket for cleaning and the socket remained in the connector, the wire broke out. The entire connector would have to be replaced regardless.

Labor:

1 \$163.00 **\$163.00**

Parts:

-(1.0) [P92-4836-09N3000]	HARN - TRLR J560 & ISO3733			\$701.96	\$0.00		\$701.96
-(1.0) [UPSR]	NEXT DAY AIR SHIPPING			\$85.00	\$0.00		\$85.00

Parts: \$16,852.94

Labor: \$12,469.50

Shop Supplies: \$50.00

Taxes: \$2,514.41

Other Misc Charges: -\$2,764.98

Total: \$29,121.87

This estimate is based on our inspection and does not cover additional parts or labor which may be required after the work has started, worn or damaged parts which are not evident on first inspection may be discovered. Naturally, this estimate cannot cover such contingencies, parts prices subject to change without notice.

AUTHORIZED BY:

DATE: ___/___/___