



FAMILY OWNED SINCE 1958



TRUCK COUNTRY -
MILWAUKEE
2222 W RYAN ROAD
OAK CREEK, WI 53154

INVOICE NO.	R203177013:02
INVOICE DATE	09/25/2024
P.O. NUMBER	
VIN	3AKJHHFG4NSNM3998
UNIT	733

Warranty Customer Copy

THE REPAIRS LISTED BELOW ARE BEING SUBMITTED FOR WARRANTY CONSIDERATION
WITH NO CURRENT CHARGES DUE FROM THE VEHICLE OWNER FOR THESE REPAIRS.

Owner:
ZIGI FREIGHT DBA ROYAL3 INC
6850 W 63RD STREET
CHICAGO, IL 60638

Bill To:
WARRANTY CUMMINS
1170
DUBUQUE, IA 52001

WORK PHONE: (630)485-7370

HM PHONE: (872)401-1241

CUST#	&SWC	ADVISOR	6675	ENG	80387500	COLOR	BLK	SCHED	9/3/24	UNTID	734869
YEAR	22	MAKE	FTL	MODEL	PT126	MILES	292588	INSVC	5/6/22	ACCT	CHG

JOB#2 EA SWC (EA) DIAGNOSE AND ADVISE FOR

CLAIM NUMBER# 16731458

CONDITION (EA) DIAGNOSE AND ADVISE FOR CUSTOMER STATES UNIT IS HAVING AN ISSUE WITH AFTER
TREATMENT DIESEL OXIDATION CATALYST CONVERSION AND WONT PASS REGEN TEST

CAUSE **sent email need tracking 9.18** DOC FAILURE/GUIDANZ # 01019211

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CORRECTION PULL UNIT IN SHOP. HOOK UP TO INSITE. READ FAULTS HAVE ACTIVE FAULT 1691 Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency - Data Valid But Below Normal Operating Range - Moderately Severe Level. OPENED GUIDANZ NUMBER 01019211. FOLLOWED T/S NO FAULT CODES LISTED ARE PRESENT. INSPECTED FOR EXHAUST LEAKS. DID NOTICE SIGNS OF EXHAUST LEAK BY EXHAUST MANIFOLDS. LOOKED UP HISTORY AND FOUND THE EGR COOLER CONNECTIONS, EXHAUST MANIFOLD AND TURBO WERE ALL RESEALED FOR THIS SAME FAULT. NO SIGNS OF EXHAUST LEAKS FOUND. RAN UNIT FOR 10 MIN AT HIGH IDLE AND MONIOTED DOC IN, DPF IN AND DPF OUT TEMP SENSORS. ALL WERE WITHIN RANGE OF EACHOTHER. REMOVED PASSENGER SIDE STEPS. REMOVED EXHAUST INLET PIPE FROM ATD. INSPECTED FOR ANY SIGNS OF OIL. NONE FOUND. GOT UNIT UP TO OPERATING TEMP AND PERFORMED SNAP TEST. INSPECTED FOR SIGNS OF EXCESSIVE SMOKE. AT FIRST SNAP A SMALL PUFF OF BLACK SMOKE WOULD OCCUR BUT QUICKLY DISSAPATE. NO EXCESSIVE SMOKING FOUND WHILE IN NEUTRAL. DROVE UNIT AROUND LOT TO GET SOME LOAD UNDER UNIT. STILL NO SIGNS OF ANY EXCESSIVE SMOKE. PERFORMED STALL TEST AND STILL NO EXCESSIVE SMOKE. WILL NEED TO REMOVE THE DOC AND INSPECT THE FACE FOR PLUGGING AND OR DAMAGE. ADVISED FORMAN. PUT PASSENGER SIDE FAIRING ON CAT WALK. PUT ALL HARDWARE AND STEPS IN CAB. NTC. PULL UNIT INTO SHOP, REMOVE DOC TAKE PICTURES AND SEND TO SERVICE MIL LEFT UNIT IN SHOP PER FOREMAN REQUESTREMOVED SENSORS AND PRESSURE TUBE. REMOVED SENSOR BRACKET. REMOVED DPF CLAMP REMOVED DPF. THE OUTLET FACE OF DPF LOOKS OK. FOLLOWED DPF/DOC REUSE GUIDELINES. THE DOC IS SHOWING SIGNS OF SOOT STAINING. THE FACE OF THE DOC IS ALSO PLUGGED WITH CARBON BUILD UP. THERE ARE ALSO SIGNS OF A REDISH STAINING POSSIBLY INDICATING A COOLANT STAINING. INSPECTED THE DPF AND THERE IS ALSO BUILD UP ON LOWER PART OF DPF. THERE IS SOME DAMAGED CELLS TO DOC AND DPF BUT NOT EXCESSIVE. BELIEVE THE DOC HAS INTERNAL CRACKING. WILL NEED TO INSPECT FOR COOLANT INTRUSION. PRESSURE TESTED COOLING SYSTEM. REMOVED TURBO EXHAUST OUTLET PIPE. LOOKED FOR ANY SIGNS OF COOLANT. NO WASH STAINS OR SIGNS FOUND. INSPECTED TURBINE ALL LOOKS OK. REMOVED AIR INTAKE BOOT. INSPECTED ALL LOOKS OK. REMOVED COMPRESSOR WHEEL OUTLET AND IT IS CLEAN AND DRY. REMOVED AIR FILTER HOUSING. REMOVED EGR CROSS OVER PIPE. NO SIGNS OF COOLANT THERE EITHER. REINSTALLED EGR CROSS OVER. REINSTALLED AIR FILTER HOUSING. REINSTALLED CAC PIPING AND AIR FILTER BOOT. CHECKED COOLING SYSTEM PRESSURE AND PRESSURE DID DROP. BUT THERE IS A SLIGHT SEEP FROM THE VGT ACTUATOR WHICH MAY BE CAUSING THE PRESSURE DROP. AT THIS TIME THERE ARE NO SIGNS OF CONTAMINATION IN EXHAUST. THE FAILURE OF THE DOC AND DPF COULD BE CAUSED BY UNKNOWN PREVIOUS REPAIRS. PUT IN PARTS REQUEST FOR DOC AND DPF. ADVISED FORMANREINSTALLED TURBO OUTLET EXHAUST PIPING. REMOVED COOLING PRESSURE TESTER. PUT DOC AND DPF IN CAB. SECURED ALL WIRING ON ATD.LOCATED THE UNIT IN LOT, BROUGHT THE UNIT INTO THE SHOP, CHOCKED WHEELS. GOT PARTS FROM PARTS. REMOVED ALL OLD PARTS OUT OF CAB. REMOVED ALL NEW PARTS FROM BOXES. PUT OLD PARTS IN BOX. REMOVED SIDE STEP BRACKETS. SENT UTP FOR EXHAUST GASKET. INSTALLED DPF WITH NEW CLAMP AND GASKET. HAD TO REMOVED THE DOC MOUNTING BRACKET IN ORDER TO GET THE OTHER DPF CLAMP ONTO DPF. ONCE ON INSTALLED DOC, INSTALLED CLAMP FOR DOC, AND DPF. INSTALLED EXHAUST PIPE TO DOC. TIGHTENED CLAMP DOWN. INSTALLED THE DOC MOUNTING BRACKET WITH CLAMP. INSTALLED SENSORS BACK INTO PLACE. SERCURED THE SENSOR WIRES. INSTALLED SIDE STEPS BRACKETS BACK ON. INSTALLED SIDE STEP BRACKETS, INSTALLED SIDE FAIRING, INSTALLED SIDE STEPS. HOOKING UP TO INSIGHT TO SEE VERIFICATION.VERIFICATION IS UNIT NEEDS REGEN.PUT UNIT INTO REGEN.REGEN COMPLETE. FAULT CODE WENT AWAY, CLEARED FAULT TO MAKE SURE PARKED UNIT IN LOT.

QTY	ITEM	DESCRIPTION	TECHNICIAN
	EXP	(EA) DIAGNOSE AND ADVISE FOR	TECH NO. 2739

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00	GENERAL REPAIR	TECH NO. 6291
00	GENERAL REPAIR	TECH NO. 6330
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EXP	(EA) DIAGNOSE AND ADVISE FOR	TECH NO. 2739
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1 203C/5633757	KIT,PARTICULATE FILTER	
1 203C/5509700RX	MODULE,INLET CATALYST	
1 203C/2866337	GASKET,AFM DEVICE	
1 203C/5290118	CLAMP,V BAND	
1 203F/01-14596-008	CLAMP-V BAND,TURBOCHARGER, 5.9	
1 203X/2866337 CUM	GASKET	
(1) 203C/5509700RX-CORE	(4394754D) MODULE,INLET CATALY	
1 203C/5509700RX-CORE	(4394754D) MODULE,INLET CATALY	

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BY:_____

SIGNATURE X _____