

**Bangor**  
2239 Odlin Road  
Hermon, ME 04401  
Phone: (207) 942-6753 Fax: (207) 942-0007



**NEW ENGLAND  
KENWORTH**



**Remit To:**  
42 Wallace Avenue  
South Portland, ME 04106  
Billing Questions: (207) 775-6328

**REPRINT CUSTOMER INVOICE**

**Repair Order Invoice  
br30724**

**Invoice Date: 08-31-22**

**Customer:** AOS 94 MSAD #46 \*  
**30488:A** SUPERINTENDENT'S OFFICE

**Ship To:** AOS 94 MSAD #46  
SUPERINTENDENT'S OFFICE

175 FERN RD STE #1  
DEXTER, ME 04930

CROSBY ST  
DEXTER, ME 04930

Phone: 207 924-5262

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Year	Make / Model		VIN		License	Mileage	Unit / Stock	Authorization
2011	International / CE Bus		4DRBUAAP1BB375574				NEW12	
Open Date / Time		Delivery Date	Delivery Mileage	Engine Hours	Reefer Hours		Standby Hours	P.O. Number
04-19-22 / 03:31PM								NEW12
Complete	Engine Model / Serial #			Transmission Model/Serial #			Key Tag	Service Writer
07-29-22	INT Maxxforce DT /			/				BRC*BRS
Rear Axle Model / Serial								
Memo								

**1 CRANKS WON'T START**

BROUGHT UNIT IN THE SHOP. CONNECTED LAPTOP AND CHECKED UNIT FOR CODES. FOUND MULTIPLE ICP UNABLE TO REACH COMMANDED WHILE CRANKING. CONNECTED TOOLING TO TEST FOR HIGH PRESSURE OIL LEAKS. REMOVED DOGHOUSE AND VALVE COVER. CRANKED ENG OVER AND INSPECTED FOR LEAKS AROUND INJS AND HIGH PRESSURE OIL RAIL. NOTHING FOUND. DEAD HEADED THE PUMP AND IT WAS ONLY PUTTING OUT 400 PSI. REMOVED THE IPR VALVE AND INSPECTED FOR DAMAGE. FOUND THE END OF THE IPR VALVE WAS BLOWN OUT. INSTALLED NEW UPR AND ICP SENSOR WHILE VALVE COVER WAS OFF. PERFORMED TEST AGAIN. PRESSURE CAME UP SOME BUT NOT ENOUGH. HIGH PRESSURE PUMP HAS FAILED DUE TO DEBRIS FROM IPR VALVE FAILURE. REPLACED HIGH PRESSURE PUMP. RETESTED PUMP IS NOW PUTTING OUT 4800 PSI AT IT SHOULD. REINSTALLED VALVE COVER AND A NEW DOGHOUSE DUE TO OLD ONE BEING BROKEN. TOPPED OFF THE OIL LEVEL AND STARTED TRUCK. BACKED UNIT OUT AND LEFT ON HIGH IDLE. TURNED ENG OFF AND TRIED TO RESTART ALL IT WOULD DO IS TURN OVER BUT NOT START. CONNECTED LAPTOP AND MONITORED HARD START SCREEN. NOTICED THAT LOW PRESSURE OIL SYSTEM WAS ONLY BUILDING TO 5 PSI. TOWED BUS INTO THE SHOP. CONNECTED MANUAL OIL PRESSURE GAUGE INTO OIL PASSAGE AND CRANKED ENG. MECHANICAL GAUGE AND ECM BOTH READING 5 PSI. BLOCKED OFF ALL OIL GOING TO HIGH PRESSURE SYSTEM TO ELIMINATE POSSIBILITY OF LEAKS IN THAT SYSTEM. UNIT STILL ONLY BUILDING 5 PSI. SUSPECT OIL PUMP MAY BE SCORED NOT ALLOWING UNIT TO BUILD PRESSURE WHEN OIL IS HOT. LET UNIT SIT OVERNIGHT SO OIL WAS COLD AND TRIED STARTING THE NEXT DAY. UNIT STARTED UP IN THE MORNING. LET UNIT IDLE TO GET HOT AND RETRIED STARTING UNIT WOULD NOT START. VERIFIED PRESSURE AT 5 PSI ONCE AGAIN. TOWED UNIT IN THE SHOP. DRAINED COOLANT AND UNHOOKED ALL HOSES FROM RAD ASSEMBLY AND REMOVED FROM BUS. REMOVED EVERYTHING FROM OUTER COVER AND REMOVED THE COVER. FOUND SCORING ON LOW PRESSURE OIL PUMP AND INNER HOUSING. DRAINED ENG OIL AND REMOVED THE PAN. REMOVED P/UP TUBE AND INSPECTED FOR CRACKS OR POROUS WELDS ALL OK. CLEANED UP FRONT OF BLOCK AND INSTALLED NEW INNER COVER. LUBED AND INSTALLED NEW OIL PUMP. INSTALLED OUTER COVER AND ALL COMPONENTS. REINSTALLED RAD ASSEMBLY AND OIL PAN. FILLED WITH OIL AND INSTALLED NEW FILTER. FILLED WITH COOLANT. TRIED TO START BUT THE BATTS WERE DEAD. GOT OK TO REPLACE BATTS. UNHOOKED AND REMOVED THE OLD BATTS. INSTALLED NEW AND HOOKED UP. STARTED TRUCK AND BACKED OUT. LET UNIT RUN UP TO TEMP AND SHUT OFF. TRIED STARTING IT WOULD NOT BUILD OVER 5 PSI. TOWED BACK IN. REMOVED ALL ITEMS FROM RIGHT SIDE OF ENG FOR

**Work Order**

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ACCESS TO THE OIL COOLER/FILTER HOUSING. REMOVED THE HOUSING AND INSPECTED FOR BLOCKAGE PER AN IH SERVICE BULLETIN. NOTHING WAS FOUND IN THE HOUSING AND THE OIL COOLER WAS CLEAN. REASSEMBLED OIL COOLER. DRAINED ENG OIL AND REMOVED THE PAN. PULLED ALL ROD AND MAIN BEARING CAPS. INSPECTED FOR SIGNS OF DAMAGE. NOTHING FOUND. REINSTALLED AND TORQUED ALL BEARING CAPS. INSTALLED PAN AND FILLED WITH OIL AND DYE. RAN UP TO TEMP AND BROUGHT BACK IN THE SHOP. DRAINED OUT OIL AND REMOVED THE PAN. USED A BLACK LIGHT AND CHECKED FOR DYE COMING FROM SPOTS IT SHOULD NOT BE. FOUND A CRACK IN THE BLOCK RIGHT UNDER #4 CAM BEARING OIL FEED GALLERY. CRACK IS SWELLING AS IT GETS HOT AND OIL THINS. AS BLOCK COOLS DOWN AND OIL THICKENS CRACK IS CLOSING UP AND ALLOWING ENOUGH OIL PRESSURE SO ENG WILL START. UNHOOKED ALL COMPONENTS FROM THE ENGINE AND REMOVED THE ENGINE FROM CHASSIS. STRIPPED ENGINE DOWN. ASSEMBLED DONOR BLOCK WITH ALL PARTS FROM OLD ENGINE. REINSTALLED INTO BUS AND HOOKED UP ALL ACCESSORIES. INSTALLED HOOD. ROAD TESTED BUS AND NOTICED IT WAS LOW ON POWER. UNHOOKED EXHAUST AND ROAD TESTED AGAIN. UNIT HAD POWER. REMOVED THE DPF AND DOC AND FOUND DOC WAS FACED PLUGGED. BLEW OUT DOC AND REINSTALLED BOTH. PERFORMED FORCED REGEN AND ROAD TESTED UNIT IS GOOD.

TOTAL LABOR	2,250.00
TOTAL MISC PART	23,603.08
TOTAL OUTBND FREIGHT	208.50
TOTAL MAINE BATT FEE	3.00
TOTAL SUBLET LABOR	665.00
TOTAL BALDWIN PARTS	218.13
TOTAL FLUIDS	163.20
TOTAL KAR PROD PARTS	41.96
TOTAL KW PARTS	161.60
TOTAL OTHER PARTS	279.10
TOTAL KW DS PARTS	912.64

Qty	Part Number	Description	Unit	Extended
1	102N/1875784C93	ICP	378.45	378.45
1	501N5010755R94	PUMP	2,285.00	2,285.00
1	102N/3612573C94	COVER	955.00	955.00
1	501N/1881751C93	PUMP	1,180.00	1,180.00
1	501N/1873217C2	PULLEY	281.99	281.99
1	501N/1847706C1	BELT	60.45	60.45
1	501/2593986C1	GASKET	60.45	60.45
10	501N/3823078C1	NUT	34.55	345.50
2	50N/3870902C5	HOSE	172.64	345.28
1	501N/1836197C1	GASKET	277.22	277.22
1	501N/1841296C1	GASKET	27.21	27.21
1	501N/1891415C94	COVER	1,955.00	1,955.00
1	501N/1889129C91	REULATOR	105.05	105.05
3	501N/3532990C3	INSULATOR	94.77	284.31
1	501N/1836005C1	GASKET	28.61	28.61
1	501N/1817974C1	GASKET	19.23	19.23
1	501N/1833095C93	SEAL	73.05	73.05
1	501C/4988280	GASKET	5.78	5.78

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2	501N/1844447C1	ORING	19.14	38.28
1	501N/3532990C3	INSUL	94.77	94.77
1	102N/1836235C1	GASKET	55.37	55.37
1	501N/1842663C93	KIT	585.00	585.00
1	1820287C	bolt	20.48	20.48
1	31065R1	BOLT	6.66	6.66
2	102N/1875808C1	GASKET	19.07	38.14
4	102N/1844447C1	RING	22.34	89.36
1	102N/2015983C1	GASKET	50.54	50.54
1	102N/3900706C1	GASKET	30.11	30.11
1	102N/1885691C1	RING	4.26	4.26
1	102N/1889332C92	KIT	266.73	266.73
1	102N/1889120C91	KIT	47.94	47.94
1	102N/1889121C93	KIT	313.00	313.00
1	512N/1885590C93	TUBE	251.12	251.12
1	501N/1889134C91	KIT	51.08	51.08
1	512N/1842021C91	FITTING	61.08	61.08
1	512N/1889321C95	KIT	1,279.00	1,279.00
1	512N/1842663C93	KIT	595.00	595.00
1	512N/1842662C91	KIT	114.02	114.02
3	512N/1842570C92	BEARING	127.50	382.50
1	512N/1841938C1	SEAL	152.43	152.43
1	512N/1842730C3	ORING	32.03	32.03
2	512N/1842115C1	RING	55.62	111.24
1	512N/1889121C93	KIT	314.58	314.58
1	512N/1880984C3	SEAL	101.12	101.12
1	512N/1884925C1	GASKET	24.27	24.27
1	512N/1875808C1	GASKEY	20.69	20.69
2	512N/1842115C1	RING	55.62	111.24
1	512X/29546682	SEAL	21.54	21.54
3	512N/1842570C92	BEARING	127.50	382.50
1	512N/2511361C91	KIT, B	565.50	565.50
6	512N7092074C1	RING	6.30	37.80
2	512N/1842115C1	RING	55.62	111.24
1	512/1841227C1	GASKET	50.42	50.42
1	USEDDETENGINE	ENGINE	1,200.00	1,200.00
1	12N/184147C1	SEAL	49.82	49.82
3	512N/1889117C93	NOZZLE	59.07	177.21
6	512N/1842624C92	KIT	25.73	154.38
1	WA10804	FILTER	270.32	270.32
2	512N/2600685C91	BLEEDER	38.19	76.38
2	512/1841581C1	ORING	6.17	12.34
6	512N/501561R93	INJECTOR	625.00	3,750.00
1	512N/7092838C91	RINGS	186.72	186.72
1	512N/188652C91	KIT	501.00	501.00
1	512N/189247C96	G KIT	703.00	703.00
5	512N/7092838C91	RING	186.72	933.60
1	2N/7092838C91	RING	186.72	186.72
1	T	FRT	97.50	97.50
4	512N/184447C1	ORING	21.74	86.96
1	1883181C1	GASKET	36.45	36.45

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1	1889328C92	KIT	28.88	28.88
1	2593986C1	GASKDPF	35.30	35.30
1	2593998C1.	GASKDPF	37.88	37.88
1	OUTBND FREIGHT	FRT	21.00	21.00
1	OUTBND FREIGHT	FRT	97.50	97.50
1	OUTBND FREIGHT	FRT	90.00	90.00
3	BT31S91EXCH&	MAINE BATT	1.00	3.00
1	SUBLET LABOR	BE42676	400.00	400.00
	TOWING BY BOUCHARD AND SONS			
1	SUBLET LABOR	BE42812	106.00	106.00
	CLEAN BLOCK AT ADVANCED			
1	SUBLET LABOR	BE43021	159.00	159.00
	PRESSURE TEST HEAD AT ADVANCED			
1	B7503JAB	FILTER-LUBE SPIN ON	64.34	64.34
1	B7503JAB	FILTER-LUBE SPIN ON	64.34	64.34
1	PF7978JAB	FILTER-FUEL/WATER SEPARAT	89.45	89.45
30	105816EXX-1	1300 OIL	5.44	163.20
1	BDTKP73456	HD WIRE	33.60	33.60
4	BDT32094	PH PAN H	0.13	0.52
4	BDT36784	BOWMA GR	0.93	3.72
4	BDTD39106	BOWMA-TO	1.03	4.12
1	1842626C96NAV	KIT-HIGH	51.75	51.75
1	M42-1005	GASKET-EXHAUST 3-1/2"	30.13	30.13
1	1842626C96NAV	KIT-HIGH	51.75	51.75
1	31-18	BLADE-WIPER	4.35	4.35
2	3104388CUM	ISOLATOR	11.81	23.62
2	05089	BRAKLEEN	3.70	7.40
1	BDT28814	DRILL	3.38	3.38
1	BDT28816	DRILL	3.81	3.81
1	BDTD28820	DRILL	7.41	7.41
1	BDTD28813	DRILL	2.81	2.81
1	16PB	PB BLASTER PENETRATING OIL	8.32	8.32
2	05089	BRAKLEEN	3.70	7.40
1	5716	HOSE CLAMP	0.83	0.83
1	BDTD28812	DRILL	2.82	2.82
1	1830858C1	GREY	27.40	27.40
1	5716	HOSE CLAMP	0.83	0.83
1	16PB	PB BLASTER PENETRATING OIL	10.02	10.02
2	05089	BRAKLEEN	6.08	12.16
2	05089	BRAKLEEN	6.08	12.16
1	LTC13479	LOC 515	27.21	27.21
1	05089	BRAKLEEN	6.10	6.10
4	SUS31	BRKFLUID	5.66	22.64
6	SUS31	BRKFLUID	5.66	33.96
1	05018	CLEANER	15.81	15.81
2	C2495	SHOPSOLVE 240Z	9.13	18.26
1	05089	BRAKLEEN	6.91	6.91
3	05089	BRAKLEEN	6.91	20.73
3	05089	BRAKLEEN	6.91	20.73
3	BT31S91EXCH	BATTERY-HD GRP 31 TERM ST	101.25	303.75
7	EC3501	COOLANT-TRP ELC 50/50 JUG	11.98	83.86

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1	1204090105	CLEANING SOLUTION-EGR (GA	92.44	92.44
1	LF17499FLG	FILTER-OIL	97.58	97.58
1	EC3501	COOLANT-TRP ELC 50/50 JUG	12.35	12.35
1	EC3501	COOLANT-TRP ELC 50/50 JUG	12.35	12.35
1	122062EXX	FLUID-DELVAC 1 ATF 4X1 GA	50.86	50.86
12	EC3501	COOLANT-TRP ELC 50/50 JUG	12.09	145.08
8	39705MSC	HARDENED	0.07	0.56
2	122062EXX	FLUID-DELVAC 1 ATF 4X1 GA	50.86	101.72
1	EC3501	COOLANT-TRP ELC 50/50 JUG	12.09	12.09

## 2 CK OVER FOR DOT

CHECKED UNIT OVER FOR DOT. FILLED OUT PAPERWORK AND APPLIED STICKER.

TOTAL KW DS PARTS 87.75

Qty	Part Number	Description	Unit	Extended
1	212134-1X	BEARING-C	87.75	87.75

## 3 REPAIRS FOUND AT TIME OF SEVICE

REPLACED ROTTED BRAKE LINES AND ALL OTHER REPAIRS NEEDED FOR STICKER.

TOTAL LABOR	250.00
TOTAL MISC PART	1,139.00
TOTAL OTHER PARTS	3.58
TOTAL KW DS PARTS	24.08

Qty	Part Number	Description	Unit	Extended
1	102N/3612573C94	COVER	950.00	950.00
25	501N/990094C3	TUBE	7.56	189.00
2	BDT44481	BOLT	0.62	1.24
2	BDTC764206	NUT LOCK	1.17	2.34
2	90-70-28X	KIT-STRAP	12.04	24.08

MISCELLANEOUS SUPPLIES	99.93
HAZMAT DISPOSAL	9.79

POR ACCR BAT TAX ME	3.00
BAN PTS SVC FLUIDS	163.20
BAN PTS SVC FREIGHT	208.50
BAN PTS SVC HARDWARE	41.96
BAN PTS SVC MISC	25,024.76
BAN PTS SVC PACCAR	161.60
BAN PTS SVC BALDWIN	218.13
BAN PTS SVC PACCAR DS	1,024.47
BAN SVC CUST LABOR	2,500.00
BAN SVC SUBLET	665.00
BAN SVC MSC SUPPLIES	99.93
BAN SVC HAZMAT FEES	9.79
PLEASE PAY THIS TOTAL	30,120.34

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Received By: \_\_\_\_\_ Date: \_\_\_\_\_

PRINT NAME: \_\_\_\_\_ EMAIL: \_\_\_\_\_ PHONE: \_\_\_\_\_