

CONDITION: UNIT HARD STARTING ISSUES.
 CAUSE: DIAG 0481
 CORRECTION: UNIT CRANKS, WONT START, FILTERS FULL. HOOK TO COMPUTER, READ AND PRINT CODES. HAS TWO ACTIVE 0482 FOR LOW FUEL PSI VALID DATA...POINTS TO FUEL PUMP ISSUE. ALSO HAS 2385 WHICH IS A TURBO ACTUATOR DRIVER CIRCUIT, OPEN EDS # DSQL1800, IT GIVES PRIMARY FAULT AS 2385 AND THAT IS TURBO FAULT.

2879
 GET TRUCK STARTED AND PULL TRUCK IN.
 ENGINE WILL NOT RESTART AFTER ITS SHUT DOWN. LIFT PUMP IS RUNNING. RESET EDS TO CRANK NO START.
 HOOK UP PRESSURE GAUGE AND LIFT PUMP PRESSURE IS AT 15 P.S.I WHICH IS IN SPEC. ENGINE STATE CHANGES TO CRANK STATE. MOVE PRESSURE GAUGE TO DIFFERENT COMPUTOR, CHECK FITTING AND CHECK GEAR PUMP PRESSURE WHILE CRANKING. ITS AT 37 P.S.I WHICH IS OUT OF SPEC. MINIMUM CRANKING PRESSURE SHOULD BE AT 100 P.S.I. CUSTOMER HAS REPLACED PRESSURE SIDE FUEL FILTER WITH A BALDWIN FILTER. REMOVE AND REPLACE PRESSURE SIDE FUEL FILTER. ENGINE RESTARTS WHEN ITS SHUT OFF. RUN TRUCK TO GET AIR OUT. PARK AND WILL NEED TO RECHCECK IN A.M.

HOO UP JUMP BOX SINCE CUSTOMER CLAIMS IT STARTS WITH JUMP BOX, DID NOT START. CONTINUE WITH EDS FOR FUEL SYSTEM DIAGNOSTICS/LOW FUEL PRESSURE. CHECK FOR FUEL AIRRATION, SEPERATOR HAS NO BUBBLES. LOOK OVER INTEGRATED FUEL SYSTEM MODULE AND FOUND THAT THE FUEL THE FORWARD FUEL DAMPNER IS LEAKING. REASSEMBLE ALL, PRIME SYSTEM AND PARK TRUCK.

WILL NEED TO REMOVE FUEL MODULE AND RESEAL DAMPANERS.

QTY	ITEM	TECHNO.	DESCRIPTION	BIN 1	NET PRICE	EXTD PRICE
1	LABOR 150D/FG FF2200		FUEL FILTER	17B2	20.01	681.20

Job# 1 Sub- Labor: 681.20 Parts: 20.01 Other: 0.00 Sub-Total: 701.21

See last page for total