

CUSTOMER #:



CHADRON MOTOR CO
Chadron Motor Company, Inc.

GMC OF CHADRON
CHADRON CHRYSLER DODGE JEEP RAM
1500 West Highway 20
Chadron, NE 69337
Phone: (308) 432-9004
Fax: (308) 432-9005
Parts Hours: Monday - Friday
8:00am - 5:00pm

INVOICE

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COLORADO CITY, TX

HOME: CONT:

BUS: CELL:

SERVICE ADVISOR: 51 AUDREY OSIER

COLOR	YEAR	MAKE/MODEL		VIN	LICENSE	MILEAGE IN / OUT		TAG
	23	GMC Yukon XL				66837/66851		
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE	
21OCT25 DD			17:00 06DEC25		133.00	CASH	13NOV25	
R.O. OPENED		READY		OPTIONS: DLR:118913				

09:09 21OCT25 13:44 13NOV25

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
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A C/S OIL TOO HOT MESSAGE DISPLAYED THEN VEHICLE SHUT DOWN- IS NOW NO
CRANK NO START. WAS TOWED IN

CAUSE: ENGINE FAILURE

9900927 ENGINE REPLACEMENT SPECIAL COVERAGE

N252494003

6 WGM

1	12740076	0000CT	ENGINE	(N/C)
1	12669858	1066CT	(S) BELT	(N/C)
1	12658178	1066CT	(S) BELT KIT	(N/C)
1	13579648	9222BOPCKT	(S) SEAL	(N/C)
1	13579649	9190BOPCKT	(S) SEAL	(N/C)
6	11549180	0002CT	(S) BOLT	(N/C)
1	23129010	1550CT	(S) GASKET	(N/C)
2	22988272	1540CT	(S) RETAINER	(N/C)
1	15035747	3611CT	(S) SEAL	(N/C)
1	15077362	3611CT	(S) SEAL	(N/C)
8	12626354	3270CT	(S) GASKET	(N/C)
2	12682391	1079CT	(S) GASKET	(N/C)
2	85639955	4128CT	(S) SEAL	(N/C)
8	11548998	0002CT	(S) BOLT	(N/C)
10	11546600	3275BPCKT	BOLT	(N/C)
2	12657093	3270CKT	(S) GASKET	(N/C)
1	12679463	3163CT	(S) PIPE	(N/C)
1	12703668	3163CT	(S) PIPE	(N/C)
2	12726902	3331CT	(S) SEAL KIT	(N/C)
1	12679867	3901CT	(S) GASKET	(N/C)
1	24504031	1516BOPCKT	(S) SEAL	(N/C)
8	88864004B	DEXOS OW20	OIL	(N/C)
4	12346290	8800BOPCKT	COOLANT	(N/C)
1	85724972	1540CT	(S) HOSE	(N/C)
1	85575817	1219CT	W- (S) RADIATOR	(N/C)
8	11569956	0669BPCKT	(S) BOLT	(N/C)
1	24294268	4105CKT	(S) COVER	(N/C)
1	12735811	1836BOPCKT	(S) FILTER	(N/C)

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LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES *	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

DATE CUSTOMER SIGNATURE AUTHORIZED DEALERSHIP REPRESENTATIVE SIGNATURE

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1	85015815	2483CT	(S)BLOCK				(N/C)
PARTS:	0.00	LABOR:	0.00	OTHER:	0.00	TOTAL LINE A:	0.00

SCANNED VEHICLE AND HAD A LOT OF LOW VOLTAGE CODES, BUT NO P0016 CODE SET, HOOKED UP BATTERY CHARGER AND TRIED TO START VEHICLE AND JUST GET A CLICK, PULLED OIL DIPSTICK AND COULD SEE SMALL AMOUNT OF METAL DEBRIS ON THE OIL SO REMOVED THE INTAKE TUBE AND PUT A BIG RATCHET ONTO THE CRANK BALANCER, TRIED TO SPIN THE ENGINE OVER BUT FOUND IT LOCKED UP, INSPECTED VEHICLE HISTORY AND ENGINE HASN'T BEEN REPLACED, THE ENGINES SERIAL #K1231113MFYX0332, SO GOING TO NEED ALL THE PARTS FROM #N252494003-01 PLUS A NEW CONVERTER SEAL SINCE THE ENGINE IS LOCKED UP. OIL PAN WILL ALSO NEED REMOVED TO DISCONNECT THE LOCKED UP RODS TO BE ABLE TO SPIN THE ENGINE TO GET TORQUE CONVERTER BOLTS OUT. RECOVERED .825KG 1234YF, REMOVED THE FRONT END OF THE VEHICLE, DRAINED THE COOLING SYSTEM, DRAINED THE OIL OUT OF ENGINE, REMOVED THE RADIATOR ASSEMBLY, REMOVED ALL HOSES AND ELECTRICAL FROM THE ENGINE, REMOVED INTAKE MANIFOLD, REMOVED EXHAUST MANIFOLDS, REMOVED ALL BELL HOUSING BOLTS, REMOVED THE STARTER, CHECKED OVER THE WHOLE ENGINE AND VERIFIED EVERYTHING IS DISCONNECTED, HOOKED UP CHERRY PICKER AND PUT JACK UNDER THE TRANSMISSION, PUT PRESSURE ON THE ENGINE AND THEN LIFTED TRANSMISSION ALL THE WAY UP, JACKED UP THE ENGINE AND PULLED ENGINE AND CONVERTER OUT OF THE TRANSMISSION, PULLED ENGINE UP AND FORWARD UNTIL PASSENGER ENGINE MOUNT HIT THE FRAME THEN REMOVED THE ENGINE MOUNT, REMOVED THE ENGINE FULLY OUT OF THE VEHICLE, TRANSFERRED ALL THE PARTS ONTO THE NEW ENGINE WITH NEW SEALS AND GASKETS EXCEPT FUEL RAILS/ INJECTORS SINCE WE ARE STILL WAITING FOR THE SEAL KIT, FLIPPED THE OLD ENGINE OVER AND REMOVED THE OIL PAN, FOUND 5 ROD BEARING DESTROYED AND THE ENGINE WAS STILL LOCKED UP WITH THOSE RODS/CAPS OFF THE CRANKSHAFT SO LOOSENED ALL THE MAIN BEARING CAPS AND GOT THE CRANKSHAFT TO SPIN, SPUN ENGINE TO GET ALL CONVERTER BOLTS AND TORQUE CONVERTER OFF THE OLD ENGINE, REPLACED THE TORQUE CONVERTER SEAL/COVER. FILLED TORQUE CONVERTER WITH DEXTRON ULV AND INSTALLED INTO THE TRANSMISSION, CLEANED ALL OF THE SPILLED FLUID OUT OF THE BELL HOUSING, REPLACED THE ENGINE OIL COOLER LINES WITH THE ENGINE OUT, HOOKED UP CHERRY PICKER TO THE NEW ENGINE. INSTALLED THE ENGINE MOUNTS WITH NEW BOLTS AND INSTALLED

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THE ENGINE INTO THE VEHICLE, INSTALLED THE TOP BELL HOUSING BOLTS, INSTALLED THE EXHAUST MANIFOLDS WITH NEW GASKETS AND BOLTS TORQUED BOLTS TO 18 FT LBS, INSTALLED CYLINDER HEAD GROUND STRAPS, HOOKED UP FUEL LINE AND EVAP LINE, INSTALLED THE INTAKE MANIFOLD WITH NEW SEALS, HOOKED UP ELECTRICAL AROUND THE INTAKE MANIFOLD, INSTALLED THE ALTERNATOR AND BOTH BELTS, INSTALLED THE REST OF THE BELL HOUSING BOLTS AND INSTALLED TORQUE CONVERTER BOLTS, STARTER AND HEAT SHIELD, HOOKED UP ALL ELECTRICAL ON THE BOTTOM SIDE, INSTALLED THE OIL COOLER LINES TO THE ENGINE, REPLACED THE RADIATOR AND INSTALLED THE RADIATOR ASSEMBLY, HOOKED UP ALL HOSES AND LINES, INSTALLED THE WHOLE FRONT OF THE VEHICLE, LOOKED OVER THE WHOLE ENGINE BAY AND VERIFIED EVERYTHING IS INSTALLED AND HOOKED UP, PULLED VACUUM ON COOLING SYSTEM AND IT HOLDS VACUUM SO FILLED WITH DEX-COOL, PRIMED THE ENGINE WITH 4QTS OF OW-20, INSTALLED PF63 OIL FILTER AND VERIFIED DRAIN PLUG IS TIGHT, FILLED ENGINE WITH 5.2WQTS OW-20 TO GET OIL LEVEL FULL, CLEARED OLD CODES AND THERE IS A GLASS BREAKAGE SENSOR THEFT CODE THAT IS SET AS CURRENT BUT NOTHING IS BROKE, WENT TO GO START THE VEHICLE BUT ENGINE WOULD NOT TURN OVER SO CHECKED THE MEGA FUSE ON THE BATTERY AND FOUND THAT IT IS BLOWN, SO PRICED ONE OUT, INSTALLED HEAVY DUTY FUSIBLE LINK FROM BATTERY POSITIVE TO THE BLOWN 400A FUSE AND NOW ENGINE STARTED, NO LEAKS SO HAD ECM HOLD RPM AT 1000 UNTIL ENGINE HIT OPERATING TEMP, INSPECTED AGAIN AND EVERYTHING STILL LOOKING GOOD, TURNED VEHICLE OFF AND LET COOL DOWN, ENGINE OIL LEVEL IS FULL, REMOVED THE FRONT DRIVE SHAFT AND FILLED TRANSMISSION WITH DEXTRON ULV, GOT TRANSMISSION FLUID TEMP TO 167°F AND PULLED LEVEL SET PLUG, INSTALLED PLUG ONCE DRIPPING AND CLEANED THE SPILLED FLUID, INSTALLED THE FRONT DRIVE SHAFT AND SKID PLATE, INSTALLED THE FRONT WHEELS AND TORQUED LUG NUTS TO 140FT LBS, MOVED THE VEHICLE INTO OTHER BAY WHILE WAITING FOR THE BATTERY MEGA FUSE TO SHOW UP. REPLACED THE BATTERY MEGA FUSE AND HAD TO CHARGE BATTERY WITH THE GR8, ROAD TESTED THE VEHICLE AND NO CODES SET DUE TO ENGINE REPLACEMENT, ALL FLUIDS FULL AND NO LEAKS. NEW ENGINE SERIAL NUMBER = N1252914N44X0315, ALL GOOD.							

B** SERVICE THEFT ALARM MESSAGE DISPLAYED AFTER ENGINE REPAIR

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LINE OPCODE TECH TYPE HOURS

CAUSE: . LIST NET TOTAL

0100 GENERAL CONCERN

6 CGM

0.00 0.00

PARTS: 0.00 LABOR: 0.00 OTHER: 0.00 TOTAL LINE B: 0.00

B192A GLASS BREAKAGE SENSOR 2 SIGNAL SET AS CURRENT SO WENT TO DOC
ID: [REDACTED] AND TESTED THE CIRCUITS, ALL CIRCUITS TESTED GOOD AND ENDED
WITH REPLACE THE K9 BCM BUT THEN FOUND #PIT5993E WHICH HAS ME CHECK
RESISTANCE AT BCM X4 TERMINAL 24 AND BCM X7 TERMINAL 27 AND I HAVE
80HMS, IT STATES IF AN OPEN IS NOT FOUND AND B192A IS SET THEN PLEASE
CONTACT GM TAC SO CREATED CASE # [REDACTED], THEY HAD BE RE TEST ALL
CIRCUITS ON THE PHONE AND ALL OF THEM TESTED GOOD AGAIN, GOT TOLD TAC
IS GOING TO ESCALATE THE CASE TO HIGHER UPS AND WITHIN AN HOUR HE
SHOULD BE CALLING ME BACK WITH MORE INFORMATION OR TO TELL ME THEY ARE
GOING TO SEND A FIELD REP TO HELP DIAGNOSIS THE PROBLEM. THEY GOT BACK
TO ME WITH MORE INFORMATION, HAD ME PLUG EVERYTHING BACK IN THEN LOCK
THE VEHICLE AND LEAVE THE KEYS OVER 10FT AWAY FROM THE VEHICLE FOR 15
MINUTES, THEN PUT VEHICLE INTO SERVICE MODE AND SCANNED THE VEHICLE
CODE B192A IS NOW HISTORY, SO CLEARED THE OLD CODES OUT AND NO OTHER
CODES SET, ALL GOOD.

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SUBLET AMOUNT	0.00
MISC. CHARGES *	0.00
TOTAL CHARGES	0.00
LESS INSURANCE	0.00
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