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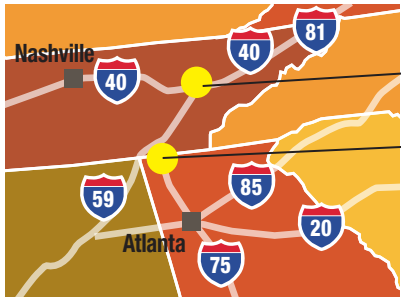
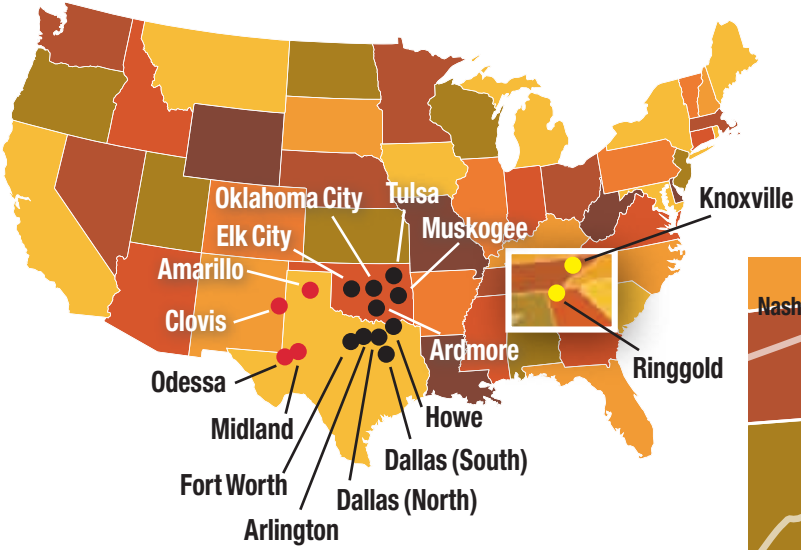
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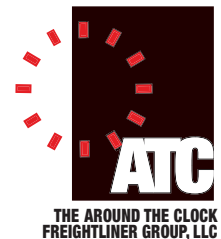
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(5) 2011 FREIGHTLINER CASCADIA 72" raised roof, DD15 Detroit @ 455 HP, Jakes, 10 speed, 3.55 rears, air ride, air slide, custom interior, aluminum wheels, warranty is available. Nice Group of DD15 Powered Cascadia's with SCR Technology. **MILES IN THE 300'S!!** **DOUBLE BUNK, DUAL AIR RIDE SEATS, PM'S AND DOT INSPECTED.**



DALLAS SPECIAL OF THE MONTH



(10) 2013 FREIGHTLINER CASCADIA 72" Mid-Roof XT, ISX Cummins @ 450 HP, Jakes, 10 speed, 3.55 rears, air ride, air slide, standard interior, aluminum wheels, warranty is available. **LOW MILE MID-ROOF XT'S WITH CUMMINS ISX POWER. MILES AS LOW AS 250K. 10+ MATCHING UNITS AVAILABLE.**



(5) 2012 FREIGHTLINER CASCADIA 72" raised roof, DD15 Detroit @ 455 HP, Jakes, 10 speed, 2.53 rears, air ride, air slide, 8 aluminum wheels, warranty is available. **FEAT: INTERIOR, DUAL SEAT, DUMP VALVE AND DUAL AIR RIDE. MATCHING UNITS WITH MILES**

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2013 FREIGHTLINER CASCADIA 72" raised roof, DD15 Detroit @ 455 HP, Jakes, 10 speed, 3.36 rears, air ride, air slide, standard interior, 6 aluminum wheels, warranty is available. New tires with APU's. **ONE 2011 MODEL WITH SIMILAR SPECS ALSO AVAILABLE.**



FORT WORTH SPECIAL OF THE MONTH



2011 KENWORTH T 700 75" raised roof, ISX Cummins @ 450 HP, Jakes, 10 speed, 3.55 rears, air ride, air slide, standard interior, aluminum wheels, warranty is available. **ORIGINAL RUBBER**



(3) 2012 FREIGHTLINER CASCADIA 72" raised roof, DD15 Detroit @ 455 HP, Jakes, 10 speed, 3.42 rears, air ride, air slide, 6 aluminum wheels, warranty is available. **MATCHING UNITS WITH MILES**

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2011 FREIGHTLINER CASCADIA 72" raised roof, DD 15 Detroit @ 455 HP, Jakes, 10 speed, 3.36 rears, air ride, air slide, standard interior, aluminum wheels, warranty is available. **NEW VIRGIN RUBBER, APU, 473,484 MILES, \$68,900.00 STOCK# S54603**



OKLAHOMA CITY SPECIAL OF THE MONTH



(2) 2010 FREIGHTLINER CASCADIA 72" mid-roof XT, DD 15 Detroit @ 475 HP, Jakes, 13 speed, 3.42 rears, air ride, air slide, standard interior, alum. wheels, warranty is available. **480,290 MILES, \$64,900.00 STOCK# SAB6158**



(3) 2011 FREIGHTLINER CASCADIA 48" mid-roof XT, DD 15 Detroit @ 455 HP, Jakes, 10 speed, 3.58 rears, air ride, air slide, 6 aluminum wheels, warranty is available. **480,000 MILES, \$75,900.00 STOCK# S54603**

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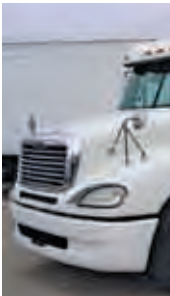
(6) 2013 FREIGHTLINER CASCADIA 72" mid-roof XT, ISX Cummins @ 450 HP, Jakes, 10 speed, 3.55 rears, air ride, air slide, deluxe interior, 6 aluminum wheels, warranty is available. **WE HAVE 6 MATCHED FLEET MAINTAINED UNITS THAT ARE VERY CLEAN WITH 200'S AND 300'S FOR MILES.**



TULSA SPECIAL OF THE MONTH



(3) 2012 PETERBILT 386 63" hi-style, ISX Cummins @ 450 HP, Jakes, 10 speed, 3.36 rears, air ride, air slide, custom interior, 6 aluminum wheels, warranty is available. **3 UNITS AVAILABLE THAT HAVE HAD GREAT MAINTENANCE AND ARE VERY CLEAN!**



2009 FREIGHTLINER CASCADIA 36" mid-roof, DD15 Detroit @ 455 HP, Jakes, 3.36 rears, air ride, air slide, 6 aluminum wheels, warranty is available. **MAINTAINED UNIT R**



NER CASCADIA
Detroit @ 455 HP, Jakes, air ride, air slide, standard interior, warranty is available. Super Clean **TRUCKS INCLUDE UPGRADED REPER WINDOWS, FRIDGE, OFF LOCK. SET UP FOR FUEL S IN THE 300'S.**



(5) 2012 KENWORTH T660 72" mid-roof, ISX Cummins, Jakes, 10 speed, 2.64 rears, air ride, fixed fifth wheel, standard interior, 6 alum. wheels, warranty is available. KW T660's w/ APU's. Rigged for flat bed, ready for anything else. Low mile trucks equipped with ThermoKing APU's, headache racks, and side boxes on the outside. **DUAL AIR RIDE SEATS AND DOUBLE BUNKS ON THE INSIDE. STOCK# S297561**



(6) FREIGHTLINER CASCADIA 72" raised roof, ISX Cummins, Jakes, 10 speed, air ride, air slide, custom interior, aluminum wheels, warranty is available. 2011 and 2012 Cummins powered Cascadia's. full fairing and no fairing options. **MILES STARTING IN THE 300'S. REMAINING FACTORY WARRANTY AND EXTENDED COVERAGE AVAILABLE.**



(4) 2010 INTERNATIONAL PROSTAR 72" raised roof, ISX Cummins @ 450 HP, Jakes, 10 speed, 3.21 rears, air ride, fixed fifth wheel, standard interior, 6 alum. wheels, warranty is available. **FLEET MAINTAINED PROSTARS WITH CUMMINS POWER. VARIOUS COLORS AVAILABLE. EXTENDED WARRANTY COVERAGE AVAILABLE. GOOD TRUCKS UNDER 50K!!**



NER CASCADIA
Detroit @ 455 HP, Jakes, air ride, air slide, standard interior, warranty is available. **WITH MORE AVAILABLE**



2012 KENWORTH T 660 73" raised roof, ISX Cummins @ 425 HP, Jakes, 10 speed, 2.64 rears, air ride, fixed fifth wheel, custom interior, 6 aluminum wheels, warranty is available. **FLEET MAINTAINED WITH APU**



(2) 2011 FREIGHTLINER CASCADIA 72" mid-roof XT, DD13 Detroit @ 450 HP, Jakes, 10 speed, 3.58 rears, air ride, air slide, standard interior, 6 aluminum wheels, warranty is available. **MATCHING UNITS**



(5) 2007 FREIGHTLINER COLUMBIA Day cab, 14.0 liter Detroit @ 455 HP, Jakes, 10 speed, 3.70 rears, air ride, air slide, standard interior, steel wheels, warranty is available. **SEVERAL TO CHOOSE FROM**



NER CASCADIA
Detroit @ 450 HP, Jakes, air ride, air slide, standard interior, warranty is available. **364,528 STOCK# SBA4831**



2011 FREIGHTLINER CASCADIA 72" raised roof, DD 15 Detroit @ 455 HP, Jakes, 10 speed, 3.42 rears, air ride, air slide, standard interior, 6 aluminum wheels, warranty is available. 435,072 miles, **NEW ALUMINUM WHEELS AND VIRGIN RUBBER, \$62,500.00 STOCK# S54589**



(3) 2012 KENWORTH T660 Mid-roof XT, ISX Cummins @ 450 HP, Jakes, 10 speed, 3.64 rears, air ride, air slide, standard interior, aluminum wheels, warranty is available. **357,712 MILES, \$73,900.00 STOCK# S297544**



2012 PETERBILT 386 63" mid-roof XT, ISX Cummins @ 450 HP, Jakes, 10 speed, 3.36 rears, air ride, air slide, standard interior, aluminum wheels, warranty is available. **413,505 MILES, \$73,900.00 STOCK# S147952,**



R COLUMBIA
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(7) 2010 INTERNATIONAL PROSTAR 73" raised roof, ISX Cummins @ 455 HP, Jakes, 10 speed, 3.21 rears, air ride, fixed fifth wheel, deluxe interior, 6 aluminum wheels, warranty is available. **NICE FLEET MAINTAINED UNITS THAT ARE ECONOMICALLY PRICED. MATCHED AND READY TO GO.**

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The Importance of Cleanliness During Engine Repairs

This issue will cover the importance of keeping the product you are repairing clean during a repair to avoid costly downtime. This is an often overlooked step that can cause major damage.

14TS-29

In October 2014, Detroit Diesel® released technical service letter 14TS-29 discouraging the use of Scotch Brite pads, surface conditioning discs or other abrasive cleaning products during engine repairs. Major engine damage has been found to be the result of debris entering the engine as the result of a technician using abrasive material to clean gasket surfaces.

When cleaning a surface with an abrasive pad, thousands of small abrasive particles of debris such as aluminum oxide are introduced into the air and onto the engine or surface area being worked on. There is no way to completely contain those particles from entering the engine and possibly causing severe



Figure 1

damage. Furthermore, the use of power tools to clean a machined gasket surface can harm the surfaces ability to seal. With speeds of up to 20,000 rpm on an angle die grinder, it doesn't take long to harm a machined surface. Figure 1 shows some of the cleaning products that are not recommended. While some tend to believe this is a new requirement, Detroit Diesel® has advised against the use of these and other related products as far back as 2001 in technical service letter 01TS-38.

Today's DD series engines do not have paper style gaskets; instead they utilize stamped metal gaskets and elastomer type seals. In many cases gasket surfaces can be wiped down with a lint-free towel or rag. If any scraping is required to remove a bonded gasket, it should be done with a hand held scraper being careful not to damage the surface you are cleaning. It is also not necessary to clean a sealing surface to appear as new during repairs. Unless otherwise specified, gasket surfaces on DD engines should be flat, clean and dry during assembly.

Failure Analysis

All major engine failures under warranty are given a thorough inspection by the failure analysis team at Detroit Diesel® once they receive the engine. In many cases, failures have been found to be the result of a previous repair due to using abrasive cleaning products. This resulted in a non-warrantable failure.

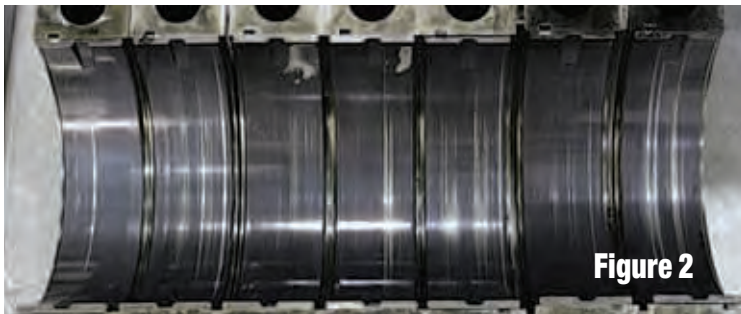


Figure 2

As an example, Figure 2 shows a set of debris damaged lower main bearings on an engine with over 300,000 miles. This failure mode gives a clue that it was not a localized bearing failure since all the bearings show some debris damage. This leads to the conclusion that the contamination source had to have come from a common point for all the bearings such as the lubrication system.

After reviewing recent repairs, it was found that the oil coolant module was

re-sealed less than 1,000 miles prior to the bearing damage shown above. After removing the oil coolant module, evidence that a power tool with an abrasive pad was used to clean the block sealing surface leaving a shiny, swirl-like appearance as shown in Figure 3. This failure was the result of debris introduced into the filtered oil gallery during the recent oil/coolant module



Figure 3 - Oil Coolant Module Block Cavity

re-seal. Further oil analysis data would have also shown the presence of foreign material from the abrasive pad. The example above resulted in a non-warrantable engine failure. Figure 4 points out the oil and coolant ports to give you an idea of the potential points of contamination during this repair.

The technician should follow the proper steam cleaning, removal, inspection, and installation procedures outlined in the repair manual. It is also recommended to use a clean plastic plug or masking tape to plug the oil ports to reduce the potential of any dirt or debris entering the system while the system is open. Make sure to remove the plugs or masking tape before installation or engine damage will result.

This issue focused more on the lubrication side of things. However, contamination can be introduced just as easily into the air, exhaust, coolant, or fuel system. Hopefully this article helped bring to light the importance of cleanliness during a repair and maybe even helped you evaluate you or your shops procedures and tools used during repair. Part 2 of this article will cover general fuel system cleanliness during a repair and micron size vs max fuel system pressures on today's engines. **STAY TUNED!**

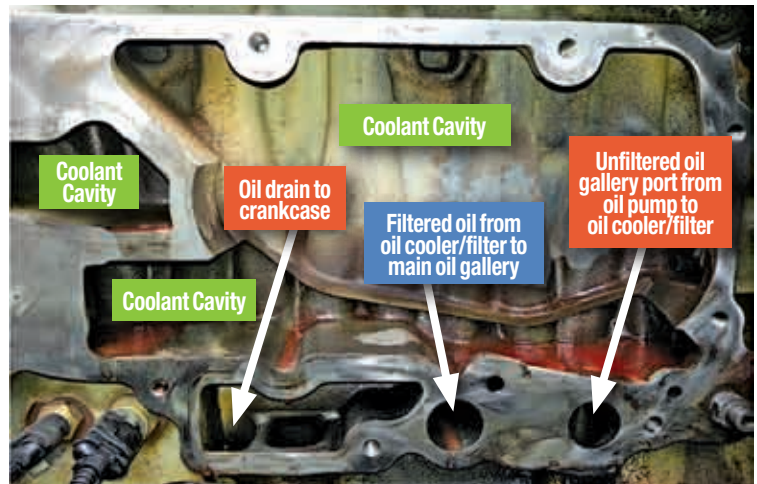


Figure 4

wheels & deals

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