



Brown's Industrial Sales
 Highway 16 W & Range Road 20
 P.O. Box 21092 Lloyd Mall
 Lloydminster, AB T9V 2S1
 780-875-2339 • Fax: 780-875-0262

PLEASE REMIT TO:
 63214 Highway 892 • P.O. Box 1267
 Cold Lake, AB T9M 1P3
 780-826-2399 • Fax: 780-826-2390

Ship To: Same as Below

Invoice To: 22-014

Branch		
COLD LAKE		*REPRINT*
Date	Time	Page
09/29/25	18:04:11 (B)	01
Account No	Phone No	Inv No
INT01		W15734
Ship Via	Purchase Order	
Tax Exempt ID No.		
		Salesperson
		421

SERVICE INVOICE

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
000224 22-014 2006 KENWOR		X 1XKDPB0X46R987300		
22-014 T800B	1274504	MXS50768		

SEGMENT# 1 C SOM01 * 09/16/25 09/17/25

Air Issues

COMPLAINT:

- Air Issues
- 24 Sept 2025
- Not building more then 98 PSI of Air, should be closer to 120 PSI
- Air dry keeps going off
- Air Dryer gets hot to touch
- Lose air pressure fast when dumping, low air alarm comes on.
- Check for fluid leak on passenger just below rad.

CORRECTION:

SEPT 17TH/25 S.S FOUND THE AIR DRIER BLOWING OFF CONSTANTLY AND NOT BUILDING AIR. REPLACED THE GOVERNOR AND STILL NOT BUILDING AIR BUT NOW ITS NOT BLOWING OFF CONSTANTLY. TESTED THE AIR COMPRESSOR WITH A PRESSURE GAUGE AND IT SEEMS TO BE JUST FINE. STARTED INSPECTING THE SUPPLY LINE AND THE SHEATHING IS CRUMBLING OFF. NEED TO REPLACE THE SUPPLY LINE.

SEPT 18TH/25 S.S REMOVED THE AIR DRIER AND SEPARATED THE TANK FROM THE VALVE BODY. CLEANED THE TANK AND HAD TO REMOVE 3 BROKEN SCREWS. PULLED OFF EACH FITTING 1 BY 1 AND INSTALLED ON THE NEW ONE. REINSTALLED THE DRIER ONTO THE TRUCK AND TESTED WITH SHOP AIR, STILL DIDN'T WANNA AIR UP. STARTED PULLING LINES TO FIND WHERE THE AIR STOPPED AND FOUND IT FILLING THE DRIER TANK AND THAT'S IT.

SEPT 19TH/25 S.S LOOKED AT ALL THE POSSIBLE LINES THAT WOULD STOP IT FROM AIRING UP AND CANT FIND ANYTHING,

CONTINUED ON PAGE 02

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REMOVED A PLUG FROM THE OTHER OUTLET AND THERE'S AIR COMING FROM THAT ONE. REMOVED THE AIR LING GOING TO THE TANKS AND SWAPPED IT INTO THE OTHER PORT AND IT WAS WORKING. NEEDED TO ADD A BRASS NIPPLE AND COUPLER TO MAKE IT PAST THE GOVERNOR. INSTALLED A NEW STEEL BRAIDED LINE AT THE COMPRESSOR AND USED HIGH TEMP AIR LINE FOR THE REST OF IT GOING INTO THE DRIER. TESTED AND WORKING. DRAINED OIL BUILD UP OUT OF THE AIR TANKS AND TOPPED OFF THE COOLANT AS IT WAS LOW AND THE LIGHT CAME ON TILL IT WARMED UP. NOTICED THE CAB FILTER WAS VERY DIRTY AND THE DRIVER WAS SAYING THE AIR WASN'T WORKING WELL SO CHANGED OUT THE FILTER.

SEPT 24TH/25 S.S UNIT CAME BACK IN NOT BUILDING AIR PAST 90 PSI, FOUND THE TRAILER HAD A BAD AIR FITTING ON A BRAKE POT AND THE TRUCK HAVING A BACK BRAKE POT, REAR LEFT. INSTALLED TEST GAUGE ON THE COMPRESSOR AND IT STILL LOOKS TO BE STRONG.

SEPT 25TH/25TH S.S REMOVED THE REAR LEFT BRAKE POT AND INSTALLED A NEW ONE. TESTED AND NO LEAKS. RAN THE TRUCK AND TESTED THE COMPRESSOR AND WOULDN'T BUILD PAST 90 PSI. INSPECTED THE UNIT FOR ANY MORE LEAKS AND FOUND THE QUICK RELEASE VALVE IN FRONT OF THE FIRST AXLE IS VERY SLOWLY RELEASING AIR. HOOKED UP THE SHOP AIR AFTER THE AIR DRIER AND BEFORE THE ALCOHOL SNIFFER AND IT FILLED THE TANKS QUICKLY. REMOVED THE AIR DRIER AND INSTALLED A NEW ONE. RAN SHOP AIR INTO IT AND FOUND IT TO FILL SLOW BUT MAKES OVER 100 PSI NOW LISTEN AND TESTED FOR LEAKS AND ALL LOOKED GOOD.

SEPT 25/25 R.G PULLED THE RELEASE VALVE DUE TO A SLOW LEAK.

SEPT 26TH/25 S.S TESTED THE AIR COMPRESSOR AND IT BUILT AIR, CUT OUT AT 120 PSI AND TOOK 1 MIN 10 SEC TO 1 MIN 30

CONTINUED ON PAGE 03

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22-014	T800B	1274504	MXS50768	
SEC TO BUILD AIR FROM 90 PSI TO CUT OUT. TESTED FOR LEAKS AND ALL SEEMS GOOD. INSTALLED LICENSE PLATE ON THE FRONT BUMPER, CHANGED OUT THE REGISTRATION				
CFR19501		Cabin Air Filte	RETAIL	25.35
			1 T	19.50
				19.50
HKN23000		CHECK VALVE	RETAIL	20.07
			1 T	15.44
				15.44
KLCH9350		50/50 COOLANT	RETAIL	17.29
			3 T	13.28
				39.83
OR102626X		VALVE, R-12	RETAIL	66.95
			1 T	51.50
				51.50
RS-10-BLUE		-10 AIRBRAKE HO	RETAIL	17.30
			13 T	13.31
				173.03
R950011N		AD-IS Dryer Car	T	58.79
SB3030CC		30/30 BRAKE POT	RETAIL	71.08
			1 T	54.62
				54.62
STANDARD				
S141-3		NUT 3/16 INV FL	RETAIL	.20
			1 T	.15
				.15
113-B2		1/4 X 2 NIPPLE	RETAIL	2.38
			1 T	1.83
				1.83
120-AA		1/8F X 1/8MPT	RETAIL	1.11
			1 T	.94
				.94
1462-8		1/2 PSP UNION	RETAIL	6.05
			1 T	4.60
				4.60
1469-8B		90 1/2T X 1/4P	RETAIL	5.98
			1 T	3.76
				3.76
170801266		AD-IS DRYER	RETAIL	430.14
			1 T	330.88
				330.88
20320-10-10G		#10 REUSABLE	RETAIL	35.04

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22-014 T800B	1274504	MXS50768		
		2 T	23.14	46.28
20820-10-10G	FSAE/JIC REUSE	RETAIL	21.16	
		1 T	15.98	15.98
48-10D	5/8FLX1/2P CONN	RETAIL	4.45	
		1 T	2.55	2.55
		PARTS		702.10
		LABOR		4699.20
50210501		SEGMENT TOTAL==>		5401.30

SEGMENT# 2 C KOW01 * 09/16/25 09/17/25

Hood Issues

COMPLAINT:

Can't open Hood
 Broken Bar on Bottom of hood
 Pass fender has loose bolts

CORRECTION:

SEPT 28TH/25 S.S FOUND THE BUMPER SAGGING AND NOT UNLATCHING. LIFTER THE BUMPER WITH RICK AND OPENED. FOUND THE BAR GOES ACROSS THE BOTTOM OF THE RAD FROM HING PIN TO HING PIN. CLEANED THE COUPLER AND FOUND THE PINS WORN. CUT THE SLOTS IN THE COUPLER SO THEY CAN CLAMP DOWN TIGHTER. TOOK A COUPLE CUTS TO GET THEM TIGHT. REMOVED THE BUMPER AND FOUND THE HOLES WORN AND THE BUSHINGS TOAST. ROB IS MAKING NEW ONES AND TRAY IS REPAIRING THE HOLES. R.K. SEPT 18/25 MACHINE 2 BUSHINGS FOR THE ALUM BUMPER.TRUE UP TO MAKE THEM FIT IN PROPERLY. TIGHTEN THE BOLTS WHICH TRAY FORGOT TO DO.

50210501	LABOR	1036.80
	SEGMENT TOTAL==>	1036.80

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22-014 T800B	1274504	MXS50768		
SEGMENT# 3 C IZA01 *	09/16/25	09/17/25		
Welding on Bumper				
<u>CORRECTION:</u>				
18/09/2025 T.I. - GOT THE HOLES FILLED IN AND MADE SURE A BOLT WOULD GO THROUGH THEM AND THE BUSHING WOULD GO THROUGH AND GOT THE BOTTOM LIP PUT BACK ON. GOT THE BUSHINGS MADE HAD ROB SHOW ME HOW TO DO IT FOR NEXT TIME, GOT THE BUSHINGS IN AND GOT DREW TO HELP ME BOLT IT ON, GOT THE HOOD CLOSED AND BUMPER UP FOR TEST, WORKED AND GOT THE SHORTER BOLT CHANGED OUT FOR A PROPER SIZED ONE				
	50210501		LABOR	580.80
			SEGMENT TOTAL==>	580.80

SEGMENT# 4 C GAU01 *	09/16/25	09/17/25		
Antifreeze leak				
<u>COMPLAINT:</u>				
Antifreeze leak				
<u>CORRECTION:</u>				
SEPT 25/25 R.G PRESSURIZED UP THE COOLANT SYSTEM, COOLANT IS LEAKING FROM THE BASE DRIPPING DOWN ONTO THE RUBBER MOUNT. CANT SEE WHERE LEAK IS COMING FROM EXACTLY NEED TO REMOVE RAD. DRAINED COOLANT INTO PALES AND COVERED. DISCONNECT AIR TO AIR. DISCONNECT HOOD SPRINGS AND CABLE. DRAINED AC. DISCONNECT AC LINES. DISCONNECT COOLANT LINES. UNBOLT SHROUD AND METAL RING AROUND FAN. ATTACHED PICKER TO RAD AND TOOK WEIGHT OFF. REMOVE LOWER MOUNTS. LEAN RAD FORWARD AND PULL OUT SHROUD AND RING. PICKED RAD OUT OF TRUCK AND MOVED TO FLOOR. SPRAYED DOWN COULDN'T FIND LEAKS. REMOVE AIR TO AIR AND CONDENSER. FOUND A BROKEN CROSS MEMBER AND MOUNTING BRACKET. FOUND A CROSS MEMBER				

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BOLT MISSING AND BEHIND IT WAS A HOLE IN THE RAD. SPRAYED WITH SOAPY WATER AND PUT AIR TO IT TO CONFIRM ITS THE LEAK. BROUGHT OVER TO ROB IN THE WELDING BAY TO MAKE REPAIRS. R.K. SEPT 25/25 CUT THE BRACKET THAT WAS COVERING THE REPAIR AREA ON THE CORE FROM THE BOLT THAT CAME LOOSE AND RUBBED THROUGH THE CORE. STRAIGHTEN AND PREP THE BROKEN SUPPORTS. WELD UP THE SUPPORTS USING 309L ALLOY. BEND THE ONE BRACKET OUT SLIGHTLY SO THAT THE BOLT HEAD DOES NOT WARE ON THE CORE AND CAUSE A HOLE. RE CHECK THE RAD FOR ANY LEAKS BEFORE BRINGING IT OVER TO ROB. PAINT ALL THE REPAIRED AREA FLAT BLACK. HANG IT FROM THE BOBCAT FORKS AND TAKE IT OVER TO ROBS BAY.
 SEPT 25/25 R.G ATTACHED AIR TO AIR AND CONDENSER. USED PICKER TO LIFT IT INTO THE TRUCK. HAD SEAN HELP ME GUIDE IT INTO PLACE THEN WE INSTALLED THE RING AND SHROUD.
 SEPT 26TH/25 S.S HELPED INSTALL THE RAD. CONNECTED THE AIR TO AIR COOLER AND THE A/C CONDENSER, ALONG WITH THE SUPPORTS ON THE LEFT HAND SIDE.
 SEPT 26/25 R.G ME AND SEAN CONNECTED COOLANT LINES, WIRING, AIR TO AIR LINES AND AC LINES. CONNECTED RAD SUPPORTS AND TIGHTENED UP THE RAD MOUNTS. CONNECTED HOOD SPRINGS AND CABLES. FILLED WITH COOLANT AND CHARGED A/C. ADDED 2 JUGS OF RED COOLANT.

KLCH9350	50/50 COOLANT	RETAIL	17.29	
		2 T	13.28	26.56
		PARTS		26.56
		LABOR		1593.60
50210501		SEGMENT TOTAL==>		1620.16

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***** WORK ORDER TOTALS *****		
	INTERNAL	CUSTOMER
PARTS	728.66	
LABOR	7910.40	
INTERNAL TOTAL	8639.06	

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