



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
03/04/23	18:01:51 (B)	01
Account No	Phone No	Inv No
INT01		W09629
Ship Via	Purchase Order	
Tax Exempt ID No.		
		Salesperson
		412

SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
000224	22-014 2006 KENWOR		X 1XKDPB0X46R987300		
22-014	T800B	1068193	MXS50768		
SEGMENT# 1 C DOC01 *		07/25/22	07/25/22		
PINION SEAL LEAKING					
<u>COMPLAINT:</u>					
Middle diff input seal is leaking					
<u>CAUSE:</u>					
PINION SEAL ON MIDDLE AXLE GONE.					
<u>CORRECTION:</u>					
REPLACED PINION SEAL					
AS2728		DIFF INPUT SEAL	RETAIL	79.99	
			1 T	61.53	61.53
				PARTS	61.53
				LABOR	344.00
	50210501		SEGMENT TOTAL==>		405.53

SEGMENT# 2 C KOW01 N/A		07/25/22	07/25/22		
Welding Repairs					
<u>COMPLAINT:</u>					
1) Rear fenders are cracking and need repair					
2) Subframe is cracking					
<u>CORRECTION:</u>					
R.K. JULY 27/22 TAKE THE BOLTS OUT OF THE FENDER WHERE THE CRACKS ARE. GOUGE OUT THE CRACKS AND WELD WITH REINFORCING WELDS. WIRE WHEEL AND LOOK OVER. BOLT EVERYTHING BACK UP. GRIND OUT THE CRACKED 2/4 HSS AND DO A COMPLETE PEN WELD WITH HEAVY POSITIVE REINFORCEMENT. PRIME AND PAINT STEEL BLACK					
			LABOR	611.20	
	50210501		SEGMENT TOTAL==>		611.20

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22-014 T800B	1068193	MXS50768		
SEGMENT# 3 C SOM01 N/A	07/25/22	07/25/22		
Air Tank Issues				
<u>COMPLAINT:</u>				
The LH air tank brackets are loose				
<u>CORRECTION:</u>				
SS = Tightened up brackets				
	50210501		LABOR	160.00
			SEGMENT TOTAL==>	160.00

SEGMENT# 4 C CAL01 N/A	07/25/22	07/25/22		
A/C Issues				
<u>COMPLAINT:</u>				
The A/C is not blowing cold again bubbling out the top of the compressor at the connections				
<u>CORRECTION:</u>				
AUG 23/22 C.B, ORDERED A HIGH-PRESSURE SWITCH FOR THE A/C.				
AUG 25/22 C.B, HOOKED UP THE A/C MACHINE, HAS VERY LITTLE PRESSURE, CHECKED FOR LEAKS AGAIN WITH THE BLACK LIGHT, FOUND THE LINES GOING INTO THE A/C COMPRESSOR ARE LEAKING, RECOVERED THE SYSTEM, REPLACED THE O-RINGS ON THE LINES, RECHARGED THE A/C SYSTEM, REPLACED THE HIGH-PRESSURE SWITCH FOR THE FAN, STARTED THE UNIT AND TESTED THE A/C.				
R134A	R134A REFRIGERA		RETAIL	17.33
			3 T	7.63 22.89
79PSL3-4	SWITCH-FAN OVER		RETAIL	81.38
			1 T	62.60 62.60
	SWITCH-FAN OVERRIDE			
			PARTS	85.49
			LABOR	362.50
	50210501		SEGMENT TOTAL==>	447.99

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SEGMENT# 5 C CAL01 N/A 07/25/22 07/25/22

CEL & Stop Engine Lights On

COMPLAINT:

The CEL is on the stop engine light has come on the oil pressure light in the gauge came on but the pressure is showing good.

CORRECTION:

AUG 23/22 C.B, HOOKED UP THE COMPUTER, CHECKED FOR CODES, UNIT GOT SHUT OFF BEFORE I WAS ABLE TO CONNECT THE COMPUTER SO ALL THE HISTORY WAS LOST AND THE CHECK ENGINE LIGHT HAS WENT OUT AND THE OIL PRESSURE AND LOW COOLANT SHOWING INVALID. SO I ORDERED THE SENSORS FOR WHEN THE TRUCK IS SHUT DOWN. JUST IN CASE THE PROBLEM ENDS UP BEING THE SENSORS.

AUG 25/22 C.B, REPLACED THE LOW COOLANT SENSOR, REPLACED THE ECM OIL PRESSURE SENSOR, HOOKED UP THE COMPUTER, NOW I WAS ABLE TO CLEAR THE LOW COOLANT CODE, WENT WITH A TEST DRIVE WITH RICK, THE LOW OIL PRESSURE LIGHT DIDN'T COME ON, LEFT UNIT IDLE TO SEE IF THE LOW OIL PRESSURE LIGHT WOULD COME ON. PARKED THE UNIT.

SEPT 26/22 C.B, MOVED UNIT INTO THE SHOP, REMOVED FITTING TO TEE IN A MANUAL GAUGE, HOOKED UP THE COMPUTER AND WENT FOR ANOTHER TEST DRIVE WITH RICK, IT'S RUNNING AROUND 45 PSI HOT DRIVING DOWN THE ROAD, AROUND 15 PSI AT IDLE HOT, THAT'S LOW FOR A CAT. NEED TO WASH ALL THE ENGINE AND WE WILL HAVE TO CHECK INTO WHY, BEARINGS? OIL PUMP? CAMSHAFT BEARINGS?

SEPT 27/22 C.B, TOOK A OIL SAMPLE, REMOVED THE MANUAL GAUGE, MOVED UNIT IN THE YARD AND REMOVED THE TRAILER,

CONTINUED ON PAGE 04

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PARKED UNIT ON THE WASH PAD.

OCT 24/22 C.B, CLEANED THE BAY IN THE SHOP TO BRING UNIT IN, WENT OUT IN THE YARD AND STARTED UNIT, WARMED UP AND MOVED INTO THE SHOP, RAN UNIT UP ON RAMPS. DRAINED OIL, REMOVED THE OIL PAN, REMOVED MAIN AND ROD BEARINGS, REMOVED THE FRONT AND CENTER VALVE COVERS.

OCT 25/22 C.B, FINISH REMOVING THE TOP END OF THE ENGINE, THE CENTER VALVE ACTUATOR IS BROKEN IS THREE PIECES, THE CENTER ROCKER SHAFT BOLTS WERE LOOSE AND THE ROCKER SHAFT HAS DONE SOME DAMAGE TO THE HEAD SURFACE WHERE THE ROCKER SHAFT SITS, SIX OF THE ROCKERS HAS THE HARDING COMING OFF AND THE CAMSHAFT IS THE SAME WAY, MADE UP A PARTS LIST OF PARTS.

OCT 27/22 C.B, STARTED REMOVING PARTS TO REMOVE THE HEAD, KEEP GETTING ASKED TO GO LOOK AT THIS AND LOOK AT THAT, HAD TO CLEAN UP TOOLS TO GO ON A SERVICE CALL.

OCT 27/22 C.B, UNLOADED TOOLS AGAIN AFTER I GOT BACK, RECOVERED THE A/C SYSTEM, REMOVED THE A/C LINES AND COMPRESSOR, REMOVED MORE PARTS NEEDED TO REMOVE THE HEAD, GOING TO REMOVE THE INTERCOOLER AND RAD AND SEND OUT FOR CLEANING AND PRESSURE TESTING AS PER RICK, ALSO GOING TO REPLACE THE FRONT STRUCTURE AND REPLACE THE INNER AND OUTER GASKETS, CLEANED UP.

OCT 28/22 C.B, FINISHED REMOVING PARTS TO REMOVE THE RAD AND INTERCOOLER, REMOVED THE A/C CONDENSER, LIFTED THE RAD OUT, REMOVED ALL PARTS AND BRACKETS FROM THE RAD AND INTERCOOLER, GOT READY TO TRANSPORT TO THE RAD SHOP. REMOVED THE REST OF THE PARTS BOLTED TO THE HEAD, REMOVED THE FRONT TIMING COVER AND REMOVED THE CAMSHAFT GEAR, REMOVED ALL THE INJECTORS, REMOVED HEAD BOLTS, REMOVED THE

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HEAD.

OCT 31/22 C.B, CLEANED THE CARBON FROM THE TOP OF THE CYLINDER LINERS SO I CAN POP THE PISTONS OUT, LET ALL THE CONNECTING ROD CAP BOLTS OFF, REMOVED ALL THE PISTONS, THREE OF THE PISTONS THE RING WERE STUCK, ONE THE ONE RING WAS BROKEN AND DAMAGED THE LINER, SPENT THE REST OF THE DAY CLEANING /SANDING THE BLOCK, LINER BORES, SPACER PLATE, REMOVED THE AIR COMPRESSOR, POWER STEERING PUMP, AUX DRIVE, FAN HUB, FRONT CRANK PULLEY, CLEANED UP.

NOV 01/22 C.B, STRIPPED DOWN THE FRONT STRUCTURE, REMOVED THE FRONT CRANK SEAL, REMOVED THE FRONT ENGINE MOUNT BOLTS, LIFTED THE ENGINE AND PUT A BAR UNDER THE ENGINE SO I CAN REST THE ENGINE ON WITH OUT THE FRONT ENGINE MOUNT, REMOVED THE ENGINE MOUNT AND ALL THE BOLTS HOLDING THE OUTER FRONT COVER, REMOVED THE COVER, REMOVED ALL THE TIMING GEARS, REMOVED THE WATER PUMP, OIL COOLER, OIL FILTER HOUSING, REMOVED THE INNER STRUCTURE COVER, SCRAPPED OFF ALL THE DIRT ON BOTH SIDES OF THE ENGINE, CLEANED WITH BRAKE CLEANER AS GOOD AS POSSIBLE, NOTICED SOME RUB MARKS ON TWO MOLTED COOLANT LINES AND NOTICED THE COOLANT HEATER IS BURNT, ORDERED THOSE PARTS, CLEANED UP TOOLS AGAIN TO GO ON A SERVICE CALL.

NOV 08/22 C.B, CLEANED THE FRONT OF THE BLOCK AND CRANK, LOOSEN THE MAIN CAPS AGAIN, POLISHED ALL THE CRANK RODS AND MAINS, ROLLED IN NEW MAIN BEARINGS.

NOV 09/22 C.B, GOT SET UP TO DO THE FINAL TORQUE ON THE MAIN BEARINGS, HAS TO WAIT AGAIN SOMEONE TO FREE UP TO GIVE ME A HAND, GOT THE MAINS TORQUED, RE-CLEANED ALL THE LINER BORES AND THE CRANK, SET UP AND PREP EACH LINER KIT BY PRE LUBING THE WRIST PINS AND THE RINGS, INSTALLED THE LINER

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SEALS ON EACH KIT AS I WAS INSTALLING THEM, INSTALLED THE ROD BEARINGS AS I WAS INSTALLING, GOT THREE LINER KITS PRESSED IN BEFORE I HAD TO WRAP UP THE ENGINE WITH PLASTIC AGAIN AND CLEANED UP GOT PULLED OFF AGAIN.

NOV 15/22 C.B, WORKING ON AND OFF ENGINE IN BETWEEN JOBS, GOT TO MORE LINER KITS INSTALLED.

NOV 16/22 C.B, INSTALLED THE LAST LINER KIT, TORQUED ALL THE ROD BEARINGS TO SPEC, COVERED THE BOTTOM OF THE ENGINE, CLEANED ALL THE PACKING GREASE ON THE NEW HEAD, REMOVED ALL THE OLD PARTS FROM THE HEAD AND REINSTALLED ALL THE PARTS ON THE NEW HEAD, REPLACED ALL THE O-RINGS ON ALL THE PLUGS IN THE HEAD, INSTALLED THE NEW CAMSHAFT INTO THE NEW HEAD, INSTALLED THE HEAD GASKETS AND THE SPACER PLATE, MISSING ONE OF THE SEALS THAT SHOULD HAVE BEEN IN THE HEAD GASKET, PHONED KENWORTH GOT THE PART COMING AND NEW OIL COOLER O-RINGS THAT ARE NOT IN THE GASKET KIT, REMOVED THE RUBBER PLUGS FOR THE EXTRA DIP STICK HOLES AND INSTALLED NEW PLUGS, PLUG THE OLD HEAD BACK IN THE CORE BOX AND THE OLD CAMSHAFT, PUT ALL THE PISTONS BACK IN THE LINERS AND PLUG ALL THE CORES BACK INTO THERE CORE BOXES, CLEANED UP.

NOV 17/22 C.B, INSTALLED THE PART THAT WAS MISSING ON THE HEAD GASKET, INSTALLED THE HEAD AND HEAD BOLTS, TORQUED THE HEAD BOLTS, CLEANED THE INNER AND OUTER FRONT COVERS, INSTALLED NEW GASKET ON THE INNER COVER, HAD TO GET RYAN TO DOWNLOAD SIS ON MY COMPUTER SO I CAN LOOK UP TORQUE SPEC'S WITHOUT HAVING TO GO TO THE OFFICE COMPUTER, TORQUED BOLTS, CLEANED AND REINSTALLED ALL THE TIMING GEARS, SET THE IDLER TO CAMSHAFT GEAR BACK LASH, TIMED THE ENGINE, INSTALLED THE OUTER FRONT COVER AND GASKET, TORQUED ALL THE BOLTS, PAINTED THE PARTS OF THE ENGINE THAT CAN'T BE PAINTED AFTER

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THE ENGINE IS ALL TOGETHER, CLEANED UP.

NOV 18/22 C.B, PRESSED IN THE NEW FRONT CRANK SEAL, CLEANED AND INSTALLED THE FRONT CRANK PULLEY AND BALANCER, INSTALLED THE FAN HUB, CLEANED THE AIR COMPRESSOR, AUX DRIVE, POWER STEERING PUMP, FUEL PUMP, INSTALLED, REPLACED ALL THE O-RINGS ON THE POWER STEERING PUMP FITTINGS, MADE UP NEW POWER STEERING HOSES AND INSTALLED, MADE UP AND REPLACED A NUMBER OF HOSES ON THE LEFT SIDE OF THE ENGINE, REINSTALLED THE POWER STEERING CANISTER AND FILLED THE OIL, CONNECTED THE HEATER HOSES ON THE POWER STEERING COOLER, PAINTED MORE OF THE ENGINE, CLEANED THE OIL COOLER AND THE OIL FILTER HOUSING, INSTALLED NEW O-RINGS AND INSTALLED THE OIL FILTER HOUSING AND THE OIL COOLER, CLEANED AND INSTALLED THE WATER PUMP, REPLACED A NUMBER OF COOLANT HOSES THAT ARE IMPOSSIBLE TO REACH WITH THE ENGINE TOGETHER, PAINTED THE PARTS INSTALLED, HAD TO CLEAN EVERY PART BY HAND BECAUSE THE PARTS WASHER IS BROKEN, CLEANED UP.

NOV 21/22 C.B, CLEANED AND TOOK THE THERMOSTAT HOUSING APART, CLEANED THE INNER HOUSING, REPLACED THE SEALS FOR THE THERMOSTAT, INSTALLED NEW THERMOSTATS AND GASKET, INSTALLED THE HOUSING ONTO THE HEAD, REPLACED THE HOSE BETWEEN THE THERMOSTAT HOUSING AND THE WATER PUMP, INSTALLED THE FRONT HOUSING ON THE OIL COOLER, CLEANED THE BRACKET THAT HOLD THE COOLER FOR THE INTAKE, CLEANED THE INTAKE COOLER, INSTALLED THE BRACKET AND THE COOLER, INSTALLED ALL THE PIPING FOR THE COOLER AND COOLANT LINES, INSTALLED THE TURBO AND ALL THE PIPING FROM TURBO TO TURBO AND EXHAUST, INSTALLED THE TURBO OIL SUPPLY AND RETURN LINES, CLEANED THE BRACKET THAT HAS ALL THE PULLEY'S AND

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THE MOUNT FOR THE ALT, A/C, INSTALLED THE BRACKET AND THE ALT, CLEANED THE STIFFER PLATE ON THE BLOCK ON THE BOTTOM AND TORQUED TO SPEC, REMOVED THE DRIVE GEAR FROM THE OLD OIL PUMP AND INSTALLED ON THE NEW PUMP, CLEANED AND INSTALLED ALL THE PISTON COOLING NOZZLES, INSTALLED AND TORQUED TO SPEC, PRIME THE NEW OIL PUMP AND INSTALLED, TORQUED TO SPEC, CLEANED THE PICK UP TUBE AND THE OIL PUMP SUPPLY TUBE, REPLACED THE O-RINGS, INSTALLED THE TUBES AND TORQUED TO SPEC, CLEANED THE OIL PAN, INSTALLED A NEW OIL PAN GASKET, INSTALLED THE PAN, TORQUED TO SPEC, FILLED THE NEW OIL FILTER WITH OIL AND INSTALLED, FILLED THE ENGINE WITH OIL, CLEANED UP.

NOV 22/22 C.B, CLEANED AND INSTALLED RAD SUPPORT, INSTALLED ON THE ENGINE, HOOKED THE RAD TO THE OVERHEAD CRANE, INSTALLED NEW INTERCOOLER BUSHINGS AND INSTALLED THE INTERCOOLER ON THE RAD, INSTALLED THE A/C CONDENSER, INSTALLED ALL THE RUBBER AROUND THE RAD, INSTALLED THE SHROUD, INSTALLED THE RAD BACK IN THE UNIT, BOLTED IN PLACE, CONNECTED THE RAD SUPPORT RODS, CONNECTED THE SHROUD SUPPORTS, INSTALLED THE FAN AND THE FAN BELT, INSTALLED THE A/C COMPRESSOR AND BELT, CONNECTED THE A/C LINES, REPLACED SOME MORE OF THE COOLANT LINES AND INSTALLED UPPER AND LOWER RAD HOSES, FILLED THE COOLANT, CONNECTED THE HOOD SUPPORT CABLE AND SPRINGS, CLEANED ALL THE INJECTORS, REPLACED THE O-RINGS AND INSTALLED THE INJECTORS, TORQUED TO SPEC, CLEANED THE ACTUATOR COVER AND INSTALLED, CONNECTED THE INJECTOR WIRES, CLEANED UP.

NOV 23/22 C.B, CLEANED ALL THE ROCKERS, REPLACED THE ONE ROCKER SHAFT AND THREE OF THE INJECTOR ROCKERS, REPLACED THREE OF THE INTAKE ROCKERS, LUBED AND INSTALLED ALL NEW

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VALVE BRIDGES, LUBED AND INSTALLED THE ROCKERS, TORQUED TO SPEC, ADJUSTED ALL THE VALVES AND INJECTORS, INSTALLED ALL NEW STUDS FOR THE ACTUATORS, CLEANED THE TWO VALVE ACTUATORS AND INSTALLED, TORQUED TO SPEC, SET THE INTAKE ACTUATORS AND THE ENGINE BRAKES ON THE TWO ACTUATORS, STILL WAITING FOR THE ONE NEW ONE TO SHOW UP, CLEANED AND PAINTED THE THREE VALVE COVERS, INSTALLED NEW RUBBER SEALS ON ALL THE VALVE COVER BOLTS, INSTALLED NEW GASKETS, INSTALLED THE VALVE COVERS, LEFT THE ONE VALVE COVER LOOSE FOR NOW, FINISHED RUNNING THE WIRING AND AIR LINES THAT GO OVER TO THE RIGHT SIDE OF THE ENGINE, PAINTED A SIDE BRACKET AND INSTALLED, TIE STRAPPED ALL THE WIRING IN PLACE, INSTALLED THE INTAKE PIPING FROM THE AIR FILTER HOUSINGS AND DOWN TO THE INTAKE ON THE ENGINE, WIRED IN THE COOLANT HEATER WIRE TO THE OIL PAN HEATER, REPLACED THE FUEL FILTER ON THE ENGINE, HOOKED UP THE A/C MACHINE AND CHARGED THE A/C, CLEANED UP.

JAN 04/23 C.B, INSTALLED THE NEW ACTUATOR HEAD, TORQUED TO SPEC, SET THE ENGINE AND VALVES ON THE HEAD, INSTALLED THE VALVE COVER, CONNECTED THE BLOW-BY TUBE, HOOKED UP THE BATTERY CHARGER, CRANKED THE UNIT UNTIL IT HAD OIL PRESSURE, BLEED THE FUEL SYSTEM, GOT THE ENGINE TO START, LET IDLE UNTIL THE ENGINE TEMPERATURE GOT ABOVE 100 DEGREES, IDLED UP TO 1000 RPM UNTIL IT GOT OVER 150 DEGREES, THE IDLED UP TO 1400 RPM UNTIL IT GOT UP TO 212 DEGREES AND THE FAN CUT IN, LET THE ENGINE COOL DOWN AND SHUT OFF, CHECKING FOR ANY LEAKS THROUGHOUT AS IT WAS RUNNING.

JAN 05/23 C.B, CHECKED OIL LEVEL, ADDED TWO MORE LITRES, ADDED FOUR LITRES OF COOLANT, CHECKED POWER STEERING OIL,

CONTINUED ON PAGE 10

TERMS AND CONDITIONS

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22-014	T800B	1068193	MXS50768	
REPLACED BOTH AIR FILTERS, CHECKED THE ENGINE OVER FOR ANY LEAKS, LOOKS GOOD. CLEANED UP JAN 06/23 C.B, HOOKED THE COMPUTER UP TO THE UNIT, CLEARED CODES, WENT FOR A TEST DRIVE WITH LARRY.				
DYC80319	1"	HTR HOSE	RETAIL	.16
			28 T	.12
	PER INCH			3.36
EHC05		ENVIRONMENT HAN	RETAIL	.07
			47 T	.05
				2.35
EHC10		ENVIRONMENT HAN	RETAIL	.13
			4 T	.10
				.40
EHC100		ENVIRONMENT HAN	1 T	1.00
F		FREIGHT	1 T	53.00
				53.00
FC647-12		FUEL COMPATIBLE	RETAIL	12.47
			1 T	10.37
				10.37
	BRAIDED FUEL LINE OIL COMPATIBLE			
FC647-6		HOSE FUEL COMP	RETAIL	6.83
			17 T	5.67
				96.39
FS1000		FUEL FILTER	RETAIL	22.96
			1 T	16.79
				16.79
KLCH9350		50/50 COOLANT	RETAIL	15.46
			16 T	11.27
				180.33
KLHD2595		KL 0W40 BULK	RETAIL	9.76
			47 T	7.27
				341.69
KLTF3040		KL TRANS FL 1L	RETAIL	9.45
			4 T	7.27
				29.08
M200-70EP		Bush Air to Air	RETAIL	24.60
			4 T	18.92
				75.68
	BUSHING RADIATOR			
OR9449		EX PUMP OIL	RETAIL	1758.69

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22-014	T800B	1068193	MXS50768	
			1 T 1352.84	1352.84
P534816		OUTER AIR FILTE	RETAIL 105.69	
			2 T 81.01	162.02
		OUTER AIR FILTER		
R134A		R134A REFRIGERA	RETAIL 17.33	
			3 T 7.63	22.89
SUBLETL		RAD&COOLER TEST	1 T 1140.00	1140.00
S22-1146-410		FUSE PNL CVR	RETAIL 151.36	
			1 T 116.43	116.43
S291203		COOLNT LVL SNSR	RETAIL 380.13	
			1 T 224.93	224.93
10R3323		CAMSHAFT	RETAIL 3012.89	
			1 T 2317.61	2317.61
10R9923		ENG REBUILD KIT	RETAIL 15074.84	
			1 T 11596.03	11596.03
10643-8-8		FJIC X CRIMP	RETAIL 8.79	
			4 T 6.64	26.56
		HYDRAULIC FITTING #8 CRIMP - #8 FEMALE J		
		IC		
		43 SERIES		
1083612		SPACER	RETAIL 57.15	
			1 T 43.96	43.96
1090077		SEAL O-RING	RETAIL 31.53	
			2 T 15.42	30.84
1135304		O-RING	RETAIL 50.43	
			2 T 31.01	62.02
1149223		SPACER	RETAIL 43.26	
			1 T 33.28	33.28
1241854		BOLT 12PT	RETAIL 52.74	
			3 T 42.90	128.70

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22-014	T800B	1068193 MXS50768		
1241855	BOLT 12PT	RETAIL	47.92	
		16 T	38.98	623.68
1422329	SEAL DRAINPLUG	RETAIL	47.27	
		1 T	36.36	36.36
1425867	FRONT ENGINE SE	RETAIL	259.92	
		1 T	199.94	199.94
	FRONT ENGINE SEAL			
1509178	NEW CAT YELLOW	RETAIL	13.47	
		5 T	10.35	51.75
1509224	BLACK PAINT	RETAIL	8.71	
		1 T	6.70	6.70
1559524	INTEG. SEAL	RETAIL	339.12	
		1 T	202.22	202.22
1607271	FRONT TIMING CO	RETAIL	115.47	
		1 T	88.82	88.82
	FRONT TIMING COVER GSKT			
1656170	DIP STICK PLUGS	RETAIL	19.57	
		6 T	15.05	90.30
1669144	GASKET	RETAIL	184.57	
		1 T	141.98	141.98
20R0271	ACTUATOR VALVE	RETAIL	2380.33	
		1 T	1831.02	1831.02
	ACTUATOR VALVE FOR C15 CAT			
20R2647	HEAD GP CYL	RETAIL	11098.32	
		1 T	8537.17	8537.17
20R3317	VALVE ROCKER AR	RETAIL	334.23	
		3 T	257.10	771.30
20R3319	INJECTOR ROCKER	RETAIL	502.32	
		3 T	386.40	1159.20
2147566	SEAL O RING	RETAIL	10.40	

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22-014	T800B	1068193	MXS50768			
				2 T	7.78	15.56
222207-004	GREASE EP1			RETAIL	5.17	
				2 T	3.92	7.84
230-1472	JAKE HEAD STUD			6-T	36.18	217.08-
2349505	SUPPORT			9-T	71.54	643.86-
2349508	BOLT			3-T	16.65	49.95-
2351088	HEX NUT			RETAIL	.92	
				6 T	.71	4.26
2351089	FLANGE NUT			RETAIL	16.85	
				12 T	12.96	155.52
2470055	PRECOOLER HOSE			RETAIL	132.68	
				1 T	78.18	78.18
	PRECOOLER HOSE FRONTSIDE FOR CAT ENGINE					
2470266	PRECOOLER HOSE			RETAIL	119.37	
				1 T	82.04	82.04
	PRECOOLER HOSE BACKSIDE FOR CAT ENGINE					
2746718	SENSOR			RETAIL	447.79	
				1 T	290.29	290.29
2746719	SENSOR GP PR			RETAIL	399.46	
				1 T	307.28	307.28
3049553	6 PT STUD			9-T	124.73	1122.57-
3078322	ROCKER SHAFT AS			RETAIL	910.60	
				1 T	700.46	700.46
	ROCKER SHAFT AS-RKR					
320003294	SOS OIL SAMPLE			RETAIL	29.89	
				1 T	22.99	22.99
	SOS OIL SAMPLE BOTTLE					
350-0077	BLOCK HEATER W/			RETAIL	128.04	
				1 T	98.49	98.49
	BLOCK HEATER W/CORD					

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22-014	T800B	1068193	MXS50768		
471TC-8	#8 HYD HOSE			RETAIL .52	
				44 T .39	17.16
	#8 HYDRAULIC HOSE 4250PSI PER INCH				
6I4421	SEPARATOR PLATE			RETAIL 1329.03	
				1 T 1022.33	1022.33
8C5230	SEAL O-RING			RETAIL 36.74	
				2 T 22.12	44.24
8T7062	STUD			RETAIL 36.15	
				3 T 28.08	84.24
81355	5/8 HOSE PWR ST			RETAIL .39	
				12 T .30	3.60
	5/8 BULK POWER STEERING HOSE BY THE INCH				
81950	ENG ASSY LUBE			RETAIL 12.34	
				1 T 8.11	8.11
869-2A	1/8 PTX1/8 90			RETAIL 1.63	
				1 T 1.25	1.25
				PARTS 31579.37	
				LABOR 14400.00	
				SUBLET 1140.00	
50210501				SEGMENT TOTAL==>	47119.37

SEGMENT# 6 C CAL01 N/A 07/25/22 07/25/22

Donar Engine Removal

COMPLAINT:

Remove the engine from the wreck Black W/S and prep to go into this unit

CORRECTION:

OCT 26/22 C.B, WENT IN THE YARD AND REMOVED THE HOOD ON THE

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000224 22-014 2006 KENWOR		X 1XKDPB0X46R987300		
22-014 T800B	1068193	MXS50768		
BLACK WESTERN STAR, HELPED MARK SET THE UNIT UP IN THE SHOP. CHANGED DIRECTIONS.				
	50210501		LABOR	344.00
			SEGMENT TOTAL==>	344.00

SEGMENT# 7 C CAL01 N/A 07/25/22 07/25/22
 Coolant Leak Issues

COMPLAINT:

The unit is going through coolant and was found in the oil pan

CORRECTION:

JAN 12/23 C.B, DIAGNOSING COOLANT PROBLEM, REMOVING PARTS TO REMOVE THE HEAD AGAIN.
 JAN 13/23 C.B, FINISHED REMOVING THE CYLINDER HEAD, THEN TRYING TO FIND THE ANSWER OF WHY THE LINERS ARE BELOW THE SPACER PLATE.
 JAN 17/23 C.B, TOOK ALL THE LINER MEASUREMENTS, DRAINED THE OIL, REMOVED THE OIL PAN, REMOVED THE OIL PUMP, REMOVED ALL THE PISTON COOLING JETS, REMOVED ALL THE PISTONS AND LINERS, CLEANED UP.
 JAN 19/23 CLEANING THE LINERS.
 JAN 26/23 C.B, FINISHED CLEANING THE LINERS AND THE BLOCK, INSTALLED ALL THE LINERS AND THE SPACER PLATE DRY, BOLTED THE SPACER PLATE DOWN, MEASURED ALL THE LINER HEIGHTS WITH THE SHIMS IN, RECORDED ALL THE MEASUREMENTS, REMOVED THE PLATE AND THE LINERS, INSTALLED ALL NEW LINER SEALS, REINSTALLED THE LINERS, REINSTALLED THE SPACER PLATE, BOLTED DOWN AGAIN AND REMEASURED THE HEIGHTS, WENT TO INSTALLED THE PISTONS, WE DON'T HAVE A RING COMPRESSOR THAT FITS, LOOKED UP ONE ONLINE, GAVE THE PART NUMBER TO LEE TO

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22-014 T800B	1068193	MXS50768		

ORDER THE RIGHT RING COMPRESSOR FOR A C-15 ENGINE.
 FEB 01/23 C.B, GOT THE NEW RING COMPRESSING TOOL,
 RE-CLEANED ALL THE PISTONS AND LINERS AGAIN, INSTALLED THE
 SIX PISTONS, WAS AT THE POINT OF TORQUING THE ROD BEARINGS
 AND HAD ALL THE TOOLS OUT NEEDED, GOT PULLED OFF AGAIN,
 CLEANED UP TOOLS AND COVERED THE ENGINE AGAIN.
 FEB 06/23 C.B, GOT THE HEAD READY TO INSTALL, CLEANED,
 INSTALLED THE HEAD GASKET, TORQUED THE ROD BEARINGS AND
 INSTALLED THE PISTON COOLING NOZZLES, INSTALLED THE HEAD,
 CLEANED THE HEAD BOLTS, TORQUED TO SPEC, STARTED INSTALLING
 PARTS BACK ON THE ENGINE, CONNECTED ALL THE COOLANT LINES
 SO I CAN FILL THE COOLANT IN THE MORNING AND PRESSURE TEST
 THE HEAD AND LINER SEALS, CLEANED UP.
 FEB 07/23 C.B, FILLED THE COOLING SYSTEM, PRESSURE TESTED
 THE COOLING SYSTEM, CHECKED LINER SEALS, AND THE CYLINDERS
 FOR COOLANT LEAKS, LOOKS OK, HAD TO DRAIN THE COOLANT
 AGAIN, REMOVED THE HEATER HOSE THAT GOES TO THE BACK OF THE
 CYLINDER HEAD, INSTALLED THE CAMSHAFT SPACER, INSTALLED
 CAMSHAFT GEAR, INSTALLED THE ROCKER BOX, CLEANED AND
 REPLACED THE INJECTOR O-RINGS, INSTALLED THE INJECTORS,
 TORQUED, CLEANED AND INSTALLED THE ROCKERS, TORQUED,
 INSTALLED THE EXHAUST BRAKE AND STUDS, TORQUED, INSTALLED
 THE VALVE COVERS, STARTED INSTALLING BRACKETS AND ROUTED
 THE WIRING BACK IN PLACE, TIE STRAP EVERYTHING BACK IN
 PLACE, CLEANED UP.
 FEB 08/23 C.B, INSTALLED THE TURBO AND ALL THE PIPING GOING
 TO THE TURBO, INSTALLED ALL THE INTAKE PIPING AND TIE STRAP
 EVERYTHING, FILLED THE COOLANT AGAIN, CLEANED THE BOTTOM OF
 THE BLOCK WITH BRAKE CLEANER, INSTALLED THE STIFFER PLATE
 AND TORQUED, CLEANED AND INSTALLED THE OIL PUMP AND ALL THE

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22-014	T800B	1068193	MXS50768		
TUBING TO THE OIL PUMP, TORQUED, CLEANED AND INSTALLED THE OIL PAN, TORQUED, FILLED THE ENGINE OIL, REPLACED THE OIL FILTER, STARTED THE ENGINE, CHECKED FOR LEAKS, RAN UP TO TEMPERATURE, GOT READY FOR A TEST DRIVE, WENT FOR A TEST DRIVE WITH RICK, CHECKED THE UNIT OVER AFTER THE TEST DRIVE, RECHECKED THE FLUIDS, REPLACED THE RAD OVERFLOW HOSE, CLEANED UP TOOLS, CLEANED THE FLOOR IN THE BAY THE UNIT WAS PARKED IN.					
FEB 14/23 C.B, REPLACED THE CRACKED BELLOWS PIPE.					
EHC05	ENVIRONMENT HAN		RETAIL	.07	
			40 T	.05	2.00
EHC100	ENVIRONMENT HAN		1 T	1.00	1.00
GAT27002	1/4 FUEL LINE		RETAIL	2.87	
			5 T	2.21	11.05
KLCH9350	50/50 COOLANT		RETAIL	15.46	
			7 T	11.28	78.96
KLGR2430	EP1 GREASE WNTR		RETAIL	8.58	
			1 T	6.94	6.94
KLHD2595	KL 0W40 BULK		RETAIL	9.76	
			40 T	7.27	290.80
P551808	OIL FILTER		RETAIL	31.07	
			1 T	23.90	23.90
1609874	GASKET KIT		RETAIL	115.54	
			6 T	88.88	533.28
2338005	EXPANSION JOINT		RETAIL	767.14	
			1 T	590.11	590.11
2481394	INJECTOR O-RING		RETAIL	52.62	
			6 T	39.95	239.70
5927284	GASKET KIT		RETAIL	2607.58	
			1 T	2005.83	2005.83

CONTINUED ON PAGE 18

TERMS AND CONDITIONS

I request the above work to be done and the above materials to be supplied and installed on the following conditions.
 I promise to pay the amount due upon completion of the work. I acknowledge the lien of the operator for the value of the work and materials supplied. I authorize you, your agents, or independent contractors to drive my vehicle for the purpose of inspection and repairs. I authorize you to subcontract work as necessary, including releasing the vehicle or parts thereof to third parties. I will be responsible for any and all charges that any third party warranty company fails to pay for.

X

Authorized By _____



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		
Date 03/04/23	Time 18:01:51 (B)	Page 18
Account No INT01	Phone No	Inv No W09629
Ship Via	Purchase Order	
Tax Exempt ID No.		
		Salesperson 412

SERVICE INVOICE

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
000224	22-014	2006 KENWOR	X 1XKDPBOX46R987300	
22-014	T800B	1068193	MXS50768	
9Y3368		INSERT	RETAIL	205.76
			6 T	158.28
			PARTS	4733.25
			LABOR	6400.00
	50210501		SEGMENT TOTAL==>	11133.25

***** WORK ORDER TOTALS *****

	INTERNAL	CUSTOMER
PARTS	36459.64	
LABOR	22621.70	
SUBLET	1140.00	
INTERNAL TOTAL	60221.34	

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