

SOLD TO

SHIP TO

INVOICE NUMBER	INVOICE DATE	CUSTOMER NO.	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS020012064	12-04-19	840710		02	T	095	1	1
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ. NO.
0231107	11-13-19	1C	1C	1C				1512363
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH. ID NO.	
AA	3126	0CKM60214		102	306892.0			
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

INSPECT TRUCK
NON KDOT INSPECTION

COMPLAINT: NON-DOT INSPECTION PERFORMED
CAUSE: REQUEST
CORRECTION: NON-DOT INSPECTION PERFORMED. NOTE
THE FOLLOWING:

- ENTIRE REAR ENGINE STRUCTURE CRACKED
- HEADLIGHTS, BRAKE LIGHTS, AND NUMEROUS DOT LIGHTS *Rep.*
DON'T WORK
- HORN DOESN'T WORK *Rep.*
- HOOD HINGE BROKEN FROM HOOD, RIGHT SIDE
- RIGHT SIDE ROUND MIRROR BROKEN +
- WIPERS TEARING, SHOULD BE REPLACED +
- STEERING COLUMN GREASE BOOT RIPPED/TORN
- INPUT SHAFT SEAL LEAKING ON STEERING GEAR BOX
- FUEL LINES LEAKING FROM PETCOCKS AT BOTH TANKS
- TRANSMISSION REAR SEAL LEAKING
- ENGINE OIL LEAKING FROM SEVERAL SPOTS
- HYDRAULIC OIL TANK LEAKING
- EXHAUST CLAMP BROKEN BY REAR OF TRANSMISSION +
- PARKING BRAKE NEEDS ADJUSTMENT
- CLUTCH NEEDS ADJUSTMENT
- BELT NEEDS TO BE REPLACED - *Done*

INVOICE F/R LBR
THANK YOU FOR YOUR BUSINESS!

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AMOUNT ➤AMOUNT
CREDIT ➤

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1.00-

INSPECTION

TOTAL MISC CHGS SEG. 00

SEGMENT 00 TOTAL

TOW TRUCK

COMPLAINT: TOW TRUCK INTO SHOP

CAUSE: NOT RUNNING

CORRECTION: THE TRUCK WAS TOWED INTO THE SHOP DUE TO ITS NON-RUNNING STATE.

F/R LBR

SEGMENT 01 TOTAL

REMOVE & INSTALL UNIT INJECTOR
CUP(S)

COMPLAINT: REPLACE INJECTOR CUPS

CAUSE: CUSTOMER REQUEST

CORRECTION: ONCE THE COOLANT WAS DRAINED AND THE VALVE COVER WAS REMOVED, THE INJECTOR CUPS WERE REMOVED WITH THE USE OF SPECIAL TOOLING. THE INJECTOR BORE WAS THEN BRUSHED CLEAN, RINSED, AND EVACUATED OF ALL DEBRIS/CLEANER. THE CYLINDERS

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WERE EVACUATED OF ALL FLUIDS AND DEBRIS. NEW
SEALS WERE INSTALLED ONTO THE NEW CUPS. GREEN
LOCTITE WAS APPLIED TO THE BOTTOM SEAL OF THE CUPS
AND ANTI-SEIZE WAS APPLIED TO THE RUBBER SEALS.
THE CUPS WERE THEN INSTALLED WITH SPECIAL TOOLING
INTO PLACE. ONCE IN PLACE, THE INJECTOR BORES
WERE WIPED DOWN OF ANY EXCESS SEALANT.

2	5P-5678	M-SEAL STK	S
3	6V-2315	BOLT	S
2	7J-0204	SEAL O RING	S
12	8C-0563	SEAL	S
6	8T-2396	BOLT	S
4	9X-8267	WASHER	S
6	109-3207	SEAL O RING	S
6	133-3715	RING-BACKUP	S
6	148-2903	SEAL-O-RING	S
6	149-5240	RING-BACKUP	S
6	150-4105	RING BACKUP	S
6	199-6103	BOLT	S
6	227-2911	SLEEVE INJ	S
6	237-3800	SEAL	S

TOTAL PARTS

SEG. 03

605.43 *

F/R LBR

SEGMENT 03 TOTAL

2370.25 T

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FLUSH ENGINE COOLANT

COMPLAINT: FLUSH COOLING SYSTEM
 CAUSE: CUSTOMER REQUEST
 COMPLICATION: WATER PUMP LET GO
 CORRECTION: ONCE THE COOLING SYSTEM WAS COMPLETELY
 DRAINED, THE FLUSHER WAS POURED INTO THE
 RESERVOIR, THEN TOPPED OFF WITH WATER. PRIOR TO
 STARTING, THE ENGINE OIL WAS BROUGHT DOWN TO THE
 PROPER LEVEL BY DRAINING OUT ABOUT ONE GALLON.
 THE ENGINE WAS STARTED AND WAS BROUGHT UP TO
 OPERATING TEMPERATURE. AS THE ENGINE WAS RUNNING,
 THE FLUSHER WAS DRAINED OUT AS WATER WAS POUR INTO
 THE RESERVOIR. ONCE THE WATER COMING OUT OF THE
 ENGINE WAS CLEAR, THE PETCOCK AND RADIATOR CAP
 WERE CLOSED AND THE ENGINE BROUGHT BACK UP TO TEMP
 AGAIN. THE WATER WAS DRAINED AND THE BLOCK HEATER
 WAS INSTALLED. ONCE EVERYTHING WAS SEALED UP,
 FRESH COOLANT WAS PUMPED INTO THE ENGINE AND THE
 ENGINE WAS ALLOWED TO RUN TO GET RID OF ANY
 TRAPPED AIR. ONCE THE ENGINE WAS SHUT DOWN, THE
 WATER PUMP GAVE OUT AND STARTED LEAKING.

1	HD100-6	FLUSH & DEGREASER S
6	156-2653	COOLANT-BULK S

TOTAL PARTS SEG. 04

INVOICE F/R LBR
 SEGMENT 04 TOTAL

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571.78 T

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INSTALL ENGINE
HEATER

COMPLAINT: INSTALL ENGINE HEATER

CAUSE: CUSTOMER REQUEST

CORRECTION: ONCE THE COOLING SYSTEM WAS FLUSHED, HEAT SHIELD AND THE OLD BLOCK HEATER WERE REMOVED. THE OPENING WAS CLEANED WITH EMERY CLOTH AND WIPED DOWN CLEAN AND RINSED. THE NEW BLOCK HEATER WAS INSTALLED WITH A LOCTITE SEALANT APPLIED TO THE O-RING. THE INTERNAL CLAMP WAS TORQUED DOWN, THE PLUG WAS PLUGGED IN, AND THE CORD WAS ZIP-TIED INTO PLACE. THE HEAT SHIELD WAS THEN REINSTALLED. THE COOLANT WAS THEN REFILLED.

F/R LBR

SEGMENT 05 TOTAL

297.23 T

REMOVE & INSTALL WATER PUMP

COMPLAINT: REPLACE WATER PUMP

CAUSE: FAULTY

COMPLICATION: IDLER PULLEY BOLT SNAPPED UPON REMOVAL, A/C COMPRESSOR EYELET SNAPPED UPON REINSTALLATION

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AA	3126	OCKM60214							
QUANTITY	ITEM	*N/R	EQUIPMENT NUMBER		METER READING	INVOICE SEQ. NO.			
			102		306892.0	1512363			
			DESCRIPTION		UNIT PRICE	MACH. ID NO.			
						EXTENSION			

CORRECTION: ONCE THE COOLANT WAS DRAINED, THE A/C COMPRESSOR, BOTH IDLER PULLEYS, AND FAN BELT WERE REMOVED FOR ACCESS. THE RADIATOR HOSES AND ALL LINES TO THE WATER PUMP WERE DISCONNECTED, AND THE WATER PUMP WAS REMOVED. IT WAS NOTED THAT THE BEARINGS INSIDE THE PUMP WERE NOTICEABLY BAD AND GROWLING WHEN SPUN BY HAND.

THE MATING SURFACES AND ALL HOSE CONNECTIONS WERE THOROUGHLY CLEANED. ALL FITTINGS WERE CLEANED AND TRANSFERRED OVER FROM THE OLD PUMP TO THE NEW. AFTER THE IDLER PULLEY BOLT WAS REMOVED AND THE HOLE RETAPPED, THE NEW WATER PUMP WAS INSTALLED, BOLTS WITH LOCTITE TORQUED TO 45FT-LBS. ALL HOSES WERE RECONNECTED. THE IDLER PULLEY HAD TO BE SLIGHTLY MODIFIED TO FIT WITH THE NEW BOLT HOLE AND WAS THEN INSTALLED AND THE BELT PUT INTO PLACE. THE ENGINE WAS REFILLED WITH COOLANT. UPON REINSTALLING THE A/C COMPRESSOR, THE BOLT EYELET BROKE OFF.

1	K070733	Belt	N
1	OR-1011	PUMP AS WTR	S
1		CORE DEPOSIT	S
1-		CORE CREDIT	S
2	8T-4983	CLAMP	S
5	156-2653	COOLANT-BULK	S

TOTAL PARTS SEG. 06

406.90 *

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SEGMENT 06 TOTAL

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KANSAS SALES TAX
SEDGWICK CO KS
NO CITY TAX

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THERE'S NOTHING BETTER THAN A CAT GIFT! SAVE 15% ON APPAREL & TOYS
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4038.84

AMOUNT
CREDIT ➤

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