

ACCOUNT NUMBER: _____
 INVOICE NUMBER: _____
 INVOICE DATE: 03/27/2017
 INVOICE TERMS: _____
 PURCHASE ORDER#: _____
 VEHICLE#: 418003



SERVICE INVOICE

Cust. Unit #: 6194	Make: FREIGHTLINER	Model: CA125SLP	Tag #: TW
VIN: 3AKGGLDV2DSFJ6947	Model #: PX125062ST	In Serv Date: 01/24/2013	Year: 2013
Engine S/N: 471903R1002668	Model #: D471903	In Serv Date: 1-24-13	Mileage: 454,604
Tran S/N: 6510871756	Model #: FRO-16210C	In Serv Date:	Eng Hrs: 0
Reefer S/N:	Model #:	In Serv Date:	Warr ID:
APU S/N:	APU Gen S/N:	In Serv Date:	Date Create: 02/11/2017
		BOM/Spec:	

Sold Operations

Job#1
 Claim Number#

SHOP - DDC DD13 LABOR

S-WARR

Condition: CHECK FOR ENGINE DAMAGE

Cause: CONNECTION ROD CAME APART AND WENT THREW BLOCK

DJ5801

ACCOUNT NUMBER:
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Sold Operations (Cont.)

Correction:

PUSHED UNIT IN. ONCE IN THE SHOP I REMOVED FRONT PUSH BAR AND SET ASIDE. REMOVED FRONT BUMPER AND ALSO SET ASIDE. THEN DISCONNECTED ELECTRIC HORN AND DISCONNECTED LIGHTS IN HOOD. REMOVED HOOD AND SET ASIDE. THEN DRAINED AND DISPOSED OIL AND COOLANT. REMOVED AIR CLEANER AND TURBO INLET PIPE. REMOVED WASHER FLUID LINES FROM WIPER ARMS AND REMOVED WIPPER ARMS. PUSHED WASHER FLUID FITTINGS THROUGH COWEL AND REMOVED COWEL. DISCONNECTED WIPER MOTOR ASSEMBLY CONNECTOR AND REMOVED ASSEMBLY. DISCONNECTED BOTH PASS THROUGH CONNECTORS ON THE FIREWALL. DISCONNECTED FUSE BOX FROM BRACKET ON FENDER AND REMOVED FENDER. DISCONNECTED BATTERIES AND DISCONNECTED POWERS AND GROUNDS FROM FIRE WALL. DISCONNECTED A FEW CONNECTORS AT THE FIREWALL AND REMOVED FAN CLUTCH AIR LINE FROM SOLENOID. CUT ALL ZIP TIES NEEDED AND PULLED THE CHASSIS HARNESS THROUGH AND LAID ON ENGINE. THEN DISCONNECTED FUEL LINES FROM DAVCO AND PLUGGED LINES. REMOVED AIR COMPRESSOR INLET PIPE FROM UP TOP AND REMOVED AIR CLEANER BRACKETS. RECOVERED A/C SYSTEM AND REMOVED LINES FROM EXPANSION VALVE. THEN REMOVED POWER AND GROUND CABLES FROM STARTED AND REMOVED ALL BRACKETS FOR CABLES. MOVED CABLES AND LAID ASIDE. THEN REMOVED SLAVE CYLINDER FOR CLUTCH AND REMOVED ALL P CLAMPS SECURING IT TO TRANS. REMOVED HYDRAULIC PUMP MOUNTING BOLTS AND REMOVED PUMP. REMOVED FRONT AND REAR DRIVE LINE AND LAID ASIDE. DISCONNECTED FUEL LINES FROM T'S TO TANKS AND DISCONNECTED AIR LINE SUPPLY TO TRANS. REMOVED SHIFT TOWER MOUNTING BOLTS AND REMOVED AIR LINES. WENT IN CAB AND REMOVED PLATE. PULLED SHIFT TOWER THROUGH CAB FLOOR AND SET ASIDE. THEN REMOVED POWER STEERING PUMP FROM AIR COMPRESSOR. LIFTED UNIT AND REMOVED OIL PAN, PICK UP TUBE AND BOTH PIPES. DISCONNECTED A FEW AIR LINES AND REMOVED THE BLOCK HEATER CONNECTOR FROM THE HOUSING. CUT ZIP TIES AND LAID BLOCK HEATER CORD ON TRANS. REMOVED ALL MOTOR MOUNT BOLTS AND BROUGHT THE DD LIFTING BRACKET OVER. USED CRANE AND GOT IT SET UP. THEN PULLED ENGINE AND TRANS OUT. GOT JACK STANDS AND SET IT ON THOSE. THEN DISCONNECTED COOLANT LINES FROM REAR OF ENGINE AND LAID ON TRANS. DISCONNECTED ALL SENSORS ON TRANS AND MOVED HARNESS OUT OF THE WAY. REMOVED ALL TRANS BOLTS EXCEPT A FEW AND SECURED LIFTING BRACKET TO TRANS. SECURED TRANS WITH CRANE. REMOVED REMAINING BOLTS AND REMOVED TRANS AND SET ON BLOCKS. THEN CAGED CLUTCH AND REMOVED. THEN REMOVED ALL UPPER AND LOWER RADIATOR HOSES AND DISCONNECTED A FEW SMALLER COOLANT LINES. REMOVED LOWER RADIATOR MOUNTING NUTS AND REMOVED BOLTS SECURING COOLING PACKAGE BRACKETS. REMOVED A/C COMPRESSOR AND TIED UP TO RADIATOR SUPPORT. USED CRANE AND REMOVED COOLING PACKAGE. STARTED TO TEAR ENGINE DOWN. REMOVED BOTH ENGINE BELTS AND SET ASIDE. REMOVED ENGINE FAN AND DISCONNECTED VARIOUS SENSORS. THEN REMOVED CRANK CASE OIL SEPERATOR AND ADAPTER IN BLOCK. INSTALLED ON NEW ENGINE ONCE IT WAS BROUGHT OUT WITH NEW GASKET. INSTALLED AND SECURED ADAPTER. THEN REMOVED TURBO AND EXHAUST HEAT SHIELDS AND DISCONNECTED OIL LINES. REMOVED BOLTS IN LOWER TURBO BRACKET AND REMOVED TURBO. REMOVED EXHAUST MANIFOLD AND SET ASIDE. THEN REMOVED COOLANT MANIFOLD AND INSTALLED ON NEW ENGINE WITH NEW GASKETS. TIGHTENED BOLTS TO SPEC AND INSTALLED EXHAUST MANIFOLD. TIGHTENED BOLTS. REMOVED EGR VALVE FROM OLD ENGINE AND INSTALLED ON NEW ONE. THEN INSTALLED TURBO AND SECURED OIL LINES WITH NEW SEALS. SECURED EGR VALVE SHAFT. INSTALLED AND SECURED HEAT SHIELDS ON EXHAUST MANFOLD AND TURBO. SWITCHED PULLEYS OVER TO NEW ENGINE AND SECURED. THEN DISCONNECTED ALL OF THE SENSORS AND HARNESS CONNECTORS AND REMOVED MCM AND CHASSIS HANRESSES AND SET THEM ASIDE. REMOVED ALTERNATOR AND STARTED AND LAID ASIDE. REMOVED ALTERNATOR AND A/C COMPRESSOR BRACKET AND SECURED ON NEW ENIGINE. REMOVED FUEL MODULE AND LAID ASIDE. REMOVED DIP STICK TUBE AND BLOCK HEATER FROM OLD ENGINE. REMOVED PLUG FROM NEW ENGINE AND INSTALLED BLOCK HEATER AND OIL DIP STICK TUBE.

Qty	Item	Description	Price Each	Extended
DD13-GEN		101-632#E # ENGINE REPLACEMENT- WARRANTY LONG BLOCK		
DD13-GEN		939-6010A ADMINISTRATIVE TIME		
DD13-GEN		939-6045A DISABLED VEHICLE MOVE INTO SHOP		
DD13-GEN		101-6938E-TIME NEEDED TO REMOVE AND REPLACE CATTLE GUARD		
DD13-GEN		101-6938E-TIME NEEDED TO R&R DRIVE SHAFT		
DD13-GEN		939-6225D COMPUTER HOOK-UP USED IN DIAGNOSTICS		

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Sold Operations (Cont.)

DD13-GEN	362-6010A PTO R/R
DD13-GEN	101-6938E-TIME NEEDED TO EXTRACT A
	BROKEN BOLT ON CATTLE GUARD
DD13-GEN	102-010EE FUEL INJECTORS DIAGNOSTICS
	- DIFFICULT
1 013DTDDE R23539391W	L/BLK DD13 ENGINE
1 DDE A4710960380	METAL SEAL
3 DDE A0219901101	HEX HD BOLT
1 DDE A0029905054	HEX NUT
6 DDE A4720980080	SEAL
1 DDE A4711420180	SEAL (METAL
1 DDE A4711420280	SEAL (METAL
1 DDE A4712030680	SEAL
1 DDE A4712030780	SEAL
1 DDE A4712000152	CLNT LINE
1 DDE 05188755	GASKET
1 DDE A5411870080	GASKET
1 DDE A0189973145	O-RING
1 DDE A4722030315	PIPE
1 013DTDDE A0000904251	F/FLTR KIT
1 DDE A4721400548	CONN PIPE
1 DDE A0000701632	HPF LINE KIT
1 DDE A4720180180	SEAL
1 DDE A4720180780	SEAL
1 DDE A4711506333	HARNESS
1 DDE A0179978945	O-RING
1 013DTDDE A0021311280	O-RING 16MM
1 DDE A0239977145	O-RING
1 DDE A4722002452	COOLANT LINE
1 DDE A4721420580	GASKET
1 DDE A0000903651	ELEMENT, FUEL WATER SEPARATOR
6 DDE A4600700887	O-RING SET
15 DDE A0059976290	CLAMP
1 SBN 306SZZNTN	BEARING-PILOT
10 DDE N000000001069	SEAL RING (20mm O.D. x 14mm I
10 DDE N007603012104	RING, GENERL
6 DDE N000000001067	SEAL RING
1 013DTDDE A4709971245	SEALING RING
1 DDE A4720780335	BOLT/CLMP KT
1 DDE A4721420880	SEAL
1 013DTDDE A4722000052	COOLANT LINE
1 DDE A0029974271	FITTING
1 TCX AMS012	GASKET-4 INCH SPHERICAL W/TABS
4 DDE N000000001071	SEAL RING
1 DDE A4722000154	CONN PIPE
6 DDE N000000001069	SEAL RING (20mm O.D. x 14mm I
2 DDE A0019950502	PIPE CLAMP

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Sold Operations (Cont.)

1	DDE A4721841980	SEAL			
2	DDE A4729971745	O RING			
2	DDE A4729971845	O RING			
1	23-13758-410	45 DEG ELBOW - AIR COMP GOV			
1	70R5035	WASHER - SEALING 17MM SLIM LIN			
1	MEI 790-1331	5/8in THIN WASHERS/Box 10			
1	TCX T130130349AB2	CLAMP, 4 INCH SPHERICAL			
13	OWI 23519398	EPWRCLPLSDRUM/BULK ANTIFRZ EXT			
12	MBL 23512740	BULK 1300S 15W40 (PER GAL)			
-1	C23539391W-CORE	CORE DEP: L/BLK DD13 ENGINE			
1	C23539391W-CORE	CORE DEP: L/BLK DD13 ENGINE			
	COM-1	REMAN ENGINE S# 471903R1002668			
Total Labor		0.00	Total Parts	0.00	Total Sub/Misc
				0.00	18,898.72
					Total

Condition STORY CONTINUED FOR CHECK FOR ENGINE DAMAGE

Cause CONNECTION ROD CAME APART AND WENT THREW BLOCK

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Sold Operations (Cont.)

Correction

THEN REMOVED OIL COOLANT MODULE, AIR COMPRESSOR AND FUEL PUMP AND LAID THEM ASIDE. INSTALLED AIR COMPRESSOR AND FUEL PUMP WITH NEW SEALS ON NEW ENGINE AND TIGHTENED BOLTS TO SPEC. REMOVED INTAKE MANIFOLD FROM OLD ENGINE AND SET ASIDE. REMOVED OIL COOLANT MODULE FROM NEW ENGINE AND INSTALLED INTAKE MANIFOLD WITH NEW SEALS THEN INSTALLED OIL COOLANT MODULE WITH A NEW GASKET. SWITCHED OVER BOTH RADIATOR SUPPORT BRACKETS AND TIGHTENED THEM. REMOVED FUEL LINES AND FUEL RAIL FROM OLD ENGINE AND SET ASIDE. REMOVED INJECTORS AND CLEANED INJECTOR TIPS. RE SEALED INJECTORS AND INSTALLED IN NEW ENGINE. INSTALLED ALL FUEL LINES WITH PASS THROUGH SEALS AND INSTALLED FUEL RAIL. ONCE EVERYTHING WAS LOOSELY INSTALLED I TIGHTENED INJECTORS TO SPEC. THEN SECURED FUEL RAIL AND TIGHTENED UP FUEL LINES. THEN INSTALLED FUEL MODULE WITH A NEW COOLANT SEAL. REMOVED BOTH VALVE COVERS AND REMOVED INTAKE AND EXHAUST ROCKERS AND INSTALLED ON NEW ENGINE. TIGHTENED BOLTS TO SPEC AND SWITCHED ENGINE BRAKE SOLENOIDS TO NEW ENGINE WITH NEW O RINGS. RAN OVER HEAD AND ADJUSTED ENGINE BRAKES. ROUTED AND SECURED UNDER VALVE COVER HARNESS. THEN USED THE CRANE AND LIFTED OLD ENGINE UP AND SET ON STANDS. REMOVED NEW ENGINE FROM CRATE AND SET ON THE STANDS USED FOR THE OLD ONE. LIFTED OLD ENGINE AND INSTALLED OIL PAN. SET OLD ENGINE INTO SHIPPING CRATE AND SECURED. THEN CLEANED UP FLY WHEEL AND INSTALLED A NEW CLUTCH ONTO THE NEW ENGINE. ROUTED AND SECURED NEW MCM HARNESS DUE TO THE OTHER ONE BEING DAMAGED. THEN INSTALLED, ROUTED AND SECURED CHASSIS HARNESS AND SECURED ALL BRACKETS. INSTALLED ALTERNATOR AND STARTED ON NEW ENGINE. AFTER INSTALLING NEW PILOT BEARING AND CLUTCH, I PULLED A NEW CLUTCH FORK FROM PARTS TO REPLACE THE WORN OUT ONE. REMOVED BOTH BOLTS AND REMOVED CLUTCH FORK. NOTICED THAT ONE OF THE BOLTS PULLED THE KING SERT OUT OF THE BELL HOUSING. PULLED NEW GASKET FROM PARTS AND ORDERED NEW BELL HOUSING. SECURED OLD FORK AND KING SERT IN A VISE. REMOVED BOLT FROM THE KING SERT. THEN SET THOSE ASIDE AND MOVED ON UNTIL THE BELL HOUSING COMES IN. INSTALLED INTAKE MIXING DUCT AND SECURED DUCT. SECURED BRACKET AND CONNECTED CONNECTORS TO THE SENSORS ON THE MIXING DUCT. THE INSTALLED BOTH ENGINE BELTS. INSTALLED ENGINE FAN AND THEN INSTALLED AND SECURED FAN AIR LINE. TIED UP AIR LINE AND SECURED CHASSIS HARNESS BRACKET. THEN I INSTALLED THE COOLANT COLLECTOR AND ROUTED COOLANT LINES. SECURED LINES TO BRACKETS. INSTALLED AND SECURED COOLING PACKAGE AND SECURED SUPPORTS. INSTALLED A/C COMPRESSOR ONTO BRACKET AND SECURED ENGINE BELT. THEN ROUTED AND SECURED COMPRESSOR CONNECTOR. SECURED ALL COOLANT LINES AND SECURED COLD SIDE CAC PIPE TO CAC. ROUTED AND SECURED COOLANT LEVEL SENSOR. THEN ROUTED AND SECURED TRANS COOLER LINES. MOVED ON UNTIL NEW BELL HOUSING SHOWS UP. MADE SURE THE NEW BELL HOUSING WAS IN AND IT WAS SO I HAD PARTS PULL IT FOR ME. THEN LIFTED TRANS AND POSITIONED ON BLOCKS TO REMOVE BELL HOUSING. REMOVED BELL HOUSING AND THEN WAS TOLD TO REPLACE INPUT SHAFT. REMOVED INPUT SHAFT COVER AND REMOVED SNAP RING. WORKED BEARING OUT AND REMOVED INNER SNAP RING AND REMOVED INPUT SHAFT. THEN CLEANED UP FRONT OF TRANS CASE AND INSTALLED NEW INPUT SHAFT AND SNAP RING. WORKED BEARING ON AND INSTALLED OUTER SNAP RING. INSTALLED COVER WITH NEW GASKET AND INSTALLED BELL HOUSING WITH NEW GASKET. USED CRANE AND INSTALLED TRANS ONTO ENGINE. SECURED TRANS AND ROUTED AND SECURED FUEL LINES AND HARNESS. SECURED CONNECTORS AND STARTED TO GET UNIT READY TO PUT IN CHASSIS. REMOVED OIL PAN FROM NEW ENGINE AND REMOVED OIL PICKUP TUBE. MOVED SOME THINGS OUT OF THE WAY AND INSTALLED ENGINE, TRANS AND COOLING PACKAGE. SECURED ALL MOTOR MOUNTS. SECURED FRONT FUEL LINES TO THE DAVCO FUEL FILTER. THEN INSTALLED FRONT BRACKET ON FRAME AND SECURED BOLTS. LIFTED UNIT UP AND INSTALLED OIL PICK UP TUBE AND OIL PAN. SET UNIT BACK DOWN AND STARTED TO ROUTE CHASSIS HARNESS.

Qty	Item	Description	Price Each	Extended
	DD13-GEN			0.00
Total Labor	0.00	Total Parts	0.00	Total
			0.00	0.00
			Sub/Misc	

Job#8 SHP-DD13

Condition STORY CONTIUNED FOR CHECK ENGINE FOR DAMAGE

Cause CONNECTION ROD CAME APART AND WENT THREW BLOCK

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**Correction****Sold Operations (Cont.)**

RAN AND SECURED ALL CHASSIS HARNESS CONNECTORS AND TIED BOTH HARNESSES UP. THEN ROUTED AND SECURED BLOCK HEATER CABLE. ROUTED STARTER CABLES AND SECURED TO BRACKETS. THEN INSTALLED HYDROLIC CLUTCH ACTUATOR AND SECURED. SECURED FROM CLUTCH MASTER CYLINDER AND MADE SURE IT WASN'T PUFFING. THEN ROUTED AND SECURED COOLANT LINES TO DEF TANK AND SECURED FUEL LINES ONTO T FITTINGS ON TRANS. INSTALLED SHIFT TOWER WITH NEW GASKET AND SECURED. SECURED AIR LINES TO TRANS AND TIED THEM UP. RAN HARNESS TO AFTER TREATMENT DEVICE, SECURED CONNECTOR AND TIED UP HARNESS. INSTALLED BRACKET UNDER OIL PAN AND SECURED BOLTS. INSTALLED NEW A/C LINE SEALS AND SECURED LINES TO EXPANSION VALVE. INSTALLED HOT SIDE CAC PIPE AND TIGHTENED CLAMPS. INSTALLED AIR CLEANER BRACKETS AND INSTALLED TURBO INLET ELBOW AND AIR CLEANER. INSTALLED INSPECTION PLATE ONTO TRANS AND SECURED. PUT COOLANT IN UNIT. PRIMED AND FILLED OIL SYSTEM AND CHANGED FUEL FILTERS. FILLED DAVCO FUEL FILTER WITH FUEL AND PRIMED FUEL SYSTEM. BOOST STARTED UNIT AND GOT IT RUNNING. RAN FOR A BIT SO I SHUT THE FUEL PRIMER OFF AND IT SUCKED FUEL OUT OF THE DAVCO AND DIED. PUT BATTERY CHARGER ON UNIT OVER NIGHT TO ATTEMPT TO RESTART IN THE MORNING. INSTALLED POWER STEERING PUMP WITH NEW GASKET AND INSTALLED EXHAUST PIPE WITH NEW GASKETS. HOOKED FUEL PRIMER BACK UP AND CONNECTED ONE GROUND CABLE LEFT DISCONNECTED. ATTEMPTED TO START UNIT AGAIN BUT IT WOULDN'T START. PRINTED OFF HARD START NO START DIAG AND STARTED TO DIAG. STARTED WITH STEP ONE. REMOVED TURBO HEAT SHIELDS AND REMOVED EGR HOT PIPE. THERE WERE NO SIGNS OF FUEL SO I REASSEMBLED. WENT TO STEP 2 AND VERIFIED ENGINE WILL TURN OVER WITH STARTER. WENT TO STEP 3 AND MADE SURE FUEL LEVELS IN EACH TANK WERE IN SPEC AND THEY WERE. WENT TO STEP 4 AND CHECKED FOR CONTAMINATED FUEL AND IT WAS GOOD. WENT TO STEP 5 AND HOOKED UP LAPTOP. CHECKED FOR ANY CODES AND THERE WERE NO NEW ACTIVE ONES. WENT TO STEP 6 AND REMOVED FUEL FILTERS AND SCREEN AND INSPECTED O RINGS AND STAND PIPES. ALL WERE GOOD SO I INSTALLED FUEL FILTERS. WENT TO STEP 7 TO PERFORM FSIC. TURNED PRIMER ON AND ATTEMPTED TO RUN TEST BUT UNIT WOULDN'T FIRE. IT TRIED TO START THE SECOND TEST BUT DIED. UNIT HAD A FUEL KNOCK SO I REMOVED HEAT SHIELDS AND HOT SIDE EGR PIPE AGAIN AND FOUND SIGNS OF FUEL INDICATING BAD INJECTORS. RE ASSEMBLED AND GOT A LINE ADDED TO REPLACE INJECTORS. HUNG AND SECURED BOTH DRIVE LINE SECTIONS AND INSTALLED AND SECURED PTO. ROUTED AIR LINE AND PTO WIRE AND SECURED. INSTALLED COWEL AND WIPER ARMS. THEN SECURED WASHER LINES. INSTALLED LEFT FENDER. PULLED A/C SYSTEM INTO A VACUUM AND CHARGED UP ONCE THE LEAK TEST PASSED. THEN INSTALLED RIGHT SIDE FENDER AND SECURED BOTH COWEL DRAINS. SECURED FUSE PANEL TO LEFT FENDER. INSTALLED AIR BOX COVER ONTO COWEL. THEN INSTALLED HOOD AND SECURED SHOCKS AND CABLES. ROUTED AND SECURED HARNESS AND CONNECTED CONNECTORS TO LIGHTS. INSTALLED AND SECURED BUMPER AND ROUTED HARNESS FOR AAT SENSOR. THEN SPEND ABOUT AN HOUR TO EXTRACT A BROKEN BOLT FOT THE ON GUARD SHIELD AND INSTALLED AND SECURED SHIELD WITH NEW BOLTS. TAGGED AND TURNED IN ALL WARRANTY PARTS AND WILL BUTTON UNIT UP IN THE MORNING. INSTALLED GRILL GUARD

Qty	Item	Description	Price Each	Extended
	DD13-GEN			0.00
Total	0.00	Total	0.00	0.00
Labor		Parts	Sub/Misc	Total

Diagnostic/Tech Services:

Labor:
 Misc. Charges:
 Parts:
 Sublet:
 Shop Supplies (ESC)
 Taxes:

Total: 18,898.72

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 All claims must be accompanied by this invoice. Diagnostic and Technical service charge may apply.