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REPAIR URDER INVOICE		K INVOIOE		
Customer Number:			Invoice Number:	R00213700185564
Z Otobuo	Terms	P.O.W	Service Date	Invoice Date
Tax Status TAX	CHARGE	138	2/27/2020	3/05/2020

Midwest Concrete Materials Inc 701 S 4th St Manhattan KS 66502-6426

Serial Number	Unit Number	Make / Model	Year	License Number	The second name of the second na
1XKDDP9X4CJ328443	138	KENWORTH/T800	2012		332354

OPE	ERATIO	N I

COMPLAINT: CA FOR CEL

01-044-003-001-03-51 VMRS CODE: 01-043-007-165-03-51

CORRECTION:

O1-043-007-165-03-51

REPLACE WITH NEW-FUEL PUMP ASSEMBLY-FUEL PUMP-INOPERATIVE

REPLACE WITH NEW-INJECTOR - DOSER VALVE-SELECTIVE

CATALYTIC REDUCTION SYSTEM (SCR)-INOPERATIVE

HOOKED UP TO THE UNIT AND FOUND THE UNIT HAD OVER 100

COUNTS FOR NUMBER 6 CYLINDER AND ALL OTHER CYLINDER TORQUE

CONTRIBUTION PAULTS. WHILE RUNNING, PELT THE PULSE OF ALL 6

LINES TO FIND NUMBER 6 WAS DEAD. ADVISED THE NUMBER 6

INJECTOR AND PUMP WOULD NEED TO BE REPLACED. REPLACED THE

COMPONENTS AND THEN RAN THE OVERHEAD. RANT HE UNIT AGAIN TO

COMPONENTS AND THEN KAN THE OVERHEAD. KANT HE UNIT AGAIN TO FIND THE NUMBER 3 HOLE WAS NOW HAVING ISSUES. REMOVED THE ACCESS ITEMS AND THEN PULLED THE NUMBER 3 PUMP AND INJECTOR. PRESSURIZED THE HOLE TO FIND IT HELD PRESSURE WITH OUT ISSUE. CLEANED THE BORE AND INSTALLED THE INJECTOR. REINSTALLED THE ACCESS ITEMS AND RAN THE UNIT TO FIND NO FURTHER ISSUES. RAN A REGEN, TOOK THE UNIT FOR A ROAD TEST,

AND MOVED TO THE NEXT STEP.

Labor Total --

RX1861200PRX	FUEL PUMP, MX-13 EPA 1 FUEL PUMP, MX-13 EPA 1	1
CX1861200PRX	FUEL PUMP, MX-13 EPA 1	î-
CR1861200PRX	BOLT-FLANGE INJ HOLD D	2
1830688PE	PIPE-FUEL INJECTION HI	1
1904646PE	INJECTOR-DMCI	ī
1011202020	INJECTOR-DMCI	ī
CX1825900PEX CR1825900PEX	INJECTOR-DMCI	1-
1313120PE	BOLT-FLANGE M8X55	1
1924761PE	GASKET-VALVE COVER	1
0331328PE	RING-COPP 12X17X1.5MM	2
0331327PE	RING-COPPER 10.2X14.9X	4

CONTINUED

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW.MHC.COM. WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE.

1. PAYMENT. Customer shall pay Desier the total amount listed on the Order, which shall be due in cash upon the tender by Dealer to Customer of the Parts, where shall pay Desier the total amount for Customers are approved in a writing signed by a cosporate officer or autorized manager of the Desier. For Customers whose cwell has been duly approved to advance by Dester in a writing signed by a cosporate officer or autorized manager of the desir me amounts due to Desir for the Parts shall be in accordance with the terms of the Coeff Agriencer of worded by a cosporate of the Parts shall be in accordance with the terms of the Coeff Agriencer of worded by Castomer are encoporated terms. An eletest charge of 5 5% ser month will be charged on past due calances.

2. ARBITRATION: Any contributing or claim arising out of or retaining to the Coder shall be decided by arbitration administered by the American Arbitration Association in accordance with its Commercial Arbitration Rules, subject to the limitations and restrictions as set forth in the Terms and Conditions contained at every important committee and conditions.

OPERATION 1	
0244680PE 1904646PE 1313120PE FREIGHT 08880MMM	PIPE-FUEL INJECTION HI 1
	The state of the s
COMPLAINT: VMRS CODE: CORRECTION:	CA FOR NO POWER TO WASHER PUMP MOTOR FROM SWITCH 01-999-000-000-AD-00 ADDITIONAL-TOTAL VEHICLE COMPONENTS-TOTAL VEHICLE-NO FAILURE STARTED BY CHECKING FUSES AND ALL ARE GOOD. NEXT CHECKED POWER AT CONNECTOR AND ONLY GETTING .15 VOLTS. CHECKED WIRING AND FOUND 2 BUTT CONNECTORS CORRODED. RECONNECTED WITH NEW ONES AND RECHECKED AND SAME RESULT .15 VOLTS. GOT DIAGRAM OFF ECAT. NEXT TRACED WIRES TO YELLOW POWER WIRE TO
	THE CHASSIS NODE. OPENED PIN 17 AND CONNECTOR C. HAS .3 OHMS, LOOKED OVER THE CHASSIS NODE DIAGRAM AND FOUND THE WASHER PUMP IS POWERED THROUGH PIN 17 AT CONNECTOR C. THERE ARE ALSO TWO BATTERY POWER PINS ON CONNECTOR C. PINS 15 AND 19. 19 HAD GOOD POWER AND CARRIED A LOAD. 15 DID NOT. I JUMPED POWER FROM 19 TO 17 AND THE WASHER POWER OPERATED. THE WIRING BETWEEN THE CHASSIS NODE AND WASHER PUMP IS GOOD. FOUND THE PROBLEM IS THAT THERE ISN'T ANY POWER ON BATTERY SUPPLY PIN 15 WIRE RED1128. RAN A OVERLAY FROM THE CHASSIS LOAD CENTER CONNECTOR TO PIN 15 AT CONNECTOR C. THE WIRE WAS SECURED AND THE WASHER PUMP WORKS CORRECTLY. Labor Total
71984IMP	WIRE HARNESS TAPE-25 Parts Total Total Operation 2

CONTINUED

Customer Copy

MHC250RO (02/18)

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW.MHC.COM WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE

1. PAYMENT: Customer shall pay Dealer the total armount listed on the critics, when shall be due in cash upon the tender by Dealer to Customer of the Parts, unless and until predit retts for Gustomer are approved in a writing signed by a corporate officer or authorized manager of the Dealer. For Customers whose credit has been duly approved in advance by Dealer in a writing signed by a corporate officer or authorized manager of Dealer. The armounts due to Dealer the ref has had be in accorpiated with the interest of the Customer are approved by Customer are incorporated herein. An interest charge of 1.5% per month will be charged on part due to believe.

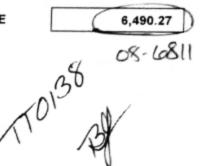
ARBITRATION: Any controversy or stigen arising suit of or relating to the Order shall be decided by withfration administered by the American Arbitration in accordance with its Commercial Arbitration Rules, subject to the first along and restrictions are self-orth in the Terms and Conditions contained at sever inhorizon.

OPEN 24/7 FOR ALL MAKES SERVICE AND PARTS

Labor Total Parts Total Shop Supplies Sales Tax Freight

TOTAL DUE

MAR - - 2020







7051





• ROADFORCE •





- TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW.MHC COM. WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE. 1. PARKENT: Customer shall give the local amount outside for the order suchs sharl be done in cash spon the tender by Dealer to Customer of the Plats, somes and such services the local amount outside for its order such sharl be done in cash spon the tender by Dealer to Customer of the Plats, somes and such services the Customer and approved to the control of the Plats share to it is exceptioned and the such if it is controlled in the control of the Plats share to it is exceptioned and the such and the such of a population officer is a service share to the such sharp of it is provided in a part of the plats of the such share to it is exceptioned in the such sharp of its controlled in a part of the such sharp of its controlled in the s

Tax Status	Terms	P.O.#	Service Date	Invoice Date
TAX	CHARGE	110138	3/11/2020	6/30/2020

Serial Number	Unit Number	Make / Model	Year	License Number	Mileage
1XKDDP9X4CJ328443	138	KENWORTH/T800	2012		333932

OPERATION 1

COMPLAINT: CA FOR CEL PER DRIVER ENGINE BRAKES ARE IN OP - REF RO

165564

VMRS CODE: 01-044-003-001-03-51

CORRECTION: REPLACE WITH NEW FUEL PUMP ASSEMBLY FUEL PUMP INOPERATIVE BROUGHT THE UNIT INTO THE SHOP AND FOUND THE ENGINE BRAKES WORKED PERFECT WHILE DRIVING AROUND THE LOT. HOOKED UP TO THE UNIT AND FOUND CONTRIBUTION CODES FOR NUMBER 3 CYLINDER TOO LOW. IN ADDITION FOUND A CODE FOR CYLINDER NUMBER 1 CONTRIBUTION TOO HIGH. RAN AN INJECTOR PERFORMANCE TEST AND THEN PULLED THE FUEL PRESSURE REGULATOR TO FIND IT WAS NOT DAMAGED. CLEARED THE CODES AND THEN RAN THE UNIT. REVED THE UNIT AND LET THE UNIT IDLE TO FIND CODE P0269 BECAME ACTIVE FOR NUMBER 3 CONTRIBUTION TOO LOW. REPLACED THE NUMBER 3

HIGH PRESSURE PUMP, PROGRAMMED IN THE PUMP CODE, AND STARTED THE UNIT. LET THE UNIT RUN AND FOUND NO NEW CODES APPEARED. CLEARED THE CODES AND TOOK THE UNIT FOR A ROAD TEST.

6.5 Hours Labor Total ...

RX1861200PRX PUEL PUMP, MX 13 EPA 1 631.95 1 CX1861200PRX CR1861200PRX PUEL PUMP, MX 13 EPA 1 PUEL PUMP, MX 13 EPA 1 1 475.86 475.86 1830688PE BOLT · FLANGE INJ HOLD D 1.81

Parts Total -Total Operation

OPERATION

COMPLAINT: TRUCK RETURNED FOR CEL VMRS CODE: 01-045-007-000-03-12

CORRECTION: REPLACE WITH NEW-CYLINDER HEAD-CYLINDER HEAD-BROKEN

HOOKED BACK UP TO THE UNIT AND FOUND CODES FOR ACTIVE LOW CONTRIBUTION FOR NUMBER 3. IN ADDITION FOUND AN AUDIBLE ENGINE STUMBLE PRESENT. CHECKED THE PUMPS TO FIND THEY WERE ALL HITTING. NEXT, CHECKED THE EXHAUST MANIFOLD AND THEN THE

CONTINUED

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW MHC COM WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE

FAYMENT Customer shall pay (pracer the total amount sized on the Order which shall be due in cash upon the temper by Dealer to Customer of the Parts unless and until tredit terms for Customer are approved in a writing as to Dealer the Parts shall be chacked as a contract of authorized manager of the Dealer. For Customers whose credit has been always approved in a writing as to Dealer the Parts shall be chacked accordance with the terms of the Credit Agreement executed by Customer in connection with applying the credit with Dealer. The terms are provisions of any such credit Agreement supposed by a comparate himself and the terms are provisions of any such credit Agreement supposed by a comparate himself and the terms are provisions of any such credit Agreement supposed by

ARBITRATION. Any controversy or claim ansing out of or relating to the Order shall be decided by arbitration administered by the American Arbitration advocation in accordance with its Commercial Arbitration Rules. Subject the Institutions and restrictions as set forth in the Terms and Comptons contained at well institute, considerate reterms.

Customer

Copy

		224	Service Date	Invoice Date
Tax Status	Terms	P.O.#	3/11/2020	6/30/2020
TAX	CHARGE	TT0138	3/11/2020	0/30/2020

OPERATION 2

TEMPS TO FIND THEY WERE OK. REVIEWED THE SNAP SHOT AND FOUND THE CODES SET AT <2MIN., AND AT 2 MIN. 30 SEC. OF THE ENGINE RUN TIME. ENGINE COLD AND AT IDLE WHEN THEY SET. THEN #1 HITS TOO HARD TO COMPENSATE FOR LOWER CRANKSHAFT SPEED. LOOKED INTO THE SUCTION SIDE OF THE FUEL SYSTEM THINKING LOOKED INTO THE SUCTION SIDE OF THE FUEL SYSTEM THINKING THERE MAY BE SOME LEAKAGE ON THE SUCTION SIDE. ALL TIGHT AND FULL OF FUEL. WAS GOING TO CHECK THE VALVE ADJUSTMENT AND NOTICED WHEN THE AIR FILTER WAS REMOVED IT HAD A NEW FILTER INSTALLED LATELY. LOOKED ON THE CLEAN SIDE OF THE FILTER HOUSING AND IT HAS LOTS OF DUST IN IT. PULLED OTHER TUBES AND CHECKED THE TURBO FINS AND THE TIPS OF THE FINS ARE ROUNDING OFF, POSSIBLY A DUSTED ENGINE. REMOVED THE ACCESS ITEMS AND THEN REMOVED THE HEAD. WITH THE HEAD OFF, LOOKED OVER THE PISTONS, THE LINERS, THE SCRAPERS, THE LIFTERS, THE OVER THE PISTONS, THE LINERS, THE SCRAPERS, THE LIFTERS, THE CAM, AND THEN REMOVED THE NUMBER 3 PUMP AND LIFTER TO FIND NO ISSUES. THE PISTON HEIGHTS WERE ALL THE SAME. LOOKED AT THE HEAD AND FOUND THE VALVES SEATS ON CYLINDER 3 WERE DUSTED. CLEANED THE BLOCK OFF, CHECKED LINER PROTRUSION, ASSEMBLED THE HEAD ASSEMBLY ON A TABLE, APPLIED THE NEW HEAD GASKET, AND THEN INSTALLED THE HEAD ONTO THE BLOCK.
INSTALLED THE HEAD BOLTS, RAN THE OVERHEAD, INSTALLED THE
VALVE COVER, INSTALLED THE ITEMS ON THE LEFT SIDE OF THE
ENGINE, AND THEN INSTALLED THE ITEMS ONTO THE RIGHT SIDE AND ENGINE, AND THEN INSTALLED THE ITEMS ONTO THE RIGHT SIDE AND FRONT OF THE ENGINE. ONCE ASSEMBLED, CHARGED THE UNIT WITH FREON, AND THEN VERIFIED THAT ALL OF THE OTHER FLUIDS WERE FILLED TO SPEC. STARTED THE UNIT AND FOUND NO LEAKS. TOOK THE UNIT FOR A ROAD EST AND FOUND THE UNIT WAS NOT PERFORMING CORRECT INITIALLY AND SET A CEL BUT, IT THEN CLEARED AND WOULD THEN RUN SMOOTH. ONCE IT SMOOTHED OUT THE CEL WENT OUT BUT, THEN IT BEGAN TO RUN INCORRECT. MONITORED THIS TO FIND WHEN THE CEL CAME ON THE EGR WOULD SHUT OFF BUT, THEN WHEN THE CEL WOULD GO OFF THE EGR WOULD OPEN IND THIS TO FIND WHEN THE CEL CAME ON THE EGR WOULD SHUT OFF
BUT, THEN WHEN THE CEL WOULD GO OFF THE EGR WOULD OPEN UP.
INSPECTED THE EGR VALVE TO FIND IT LOOKED NEW. ATTEMPTED TO
INITIALIZE THE EGR AND FOUND IT WOULD BECAUSE IT WAS SEEING
THE PARK BRAKES SET. REPLACED THE PARKING BRAKE SWITCH AND
THEN INITIALIZED THE EGR AND BPV. TOOK THE UNIT FOR ANOTHER
ROAD TEST TO FIND CODE P0303 CAME ON. CONTINUED T/S BY
REMOVING THE AIR CLEANER, THE VALVE COVER, THE NUMBER 1 AND
3 ROCKER ASSEMBLIES, AND THEN SWAPPED THEM. REASSEMBLED THE
UNIT MAKING SURE TO SET THE PROPER VALVE LASH ON THESE TWO
CYLINDERS. WENT TO ROAD TEST THE UNIT AND FOUND THE CEL CAME
BACK ON. REINITIALIZED THE EGR AND BPV AND CLEARED THE
CODES. AGAIN WENT TO TAKE THE UNIT FOR A ROAD TEST TO FIND
IT SET ANOTHER CEL. INSPECTED THE COMPONENTS TO FIND THE J3
HARNESS WAS MISSING IT'S HOLD DOWNS TO THE PCI AND THE LOCK
DOWN WAS NOT FULLY SECURED. IN ADDITION FOUND THAT QUITE A
BIT OF OIL WAS PRESENT BY THE HARNESS. WENT TO CHECK THE OIL
PRESSURE CONNECTOR TO FIND THE SENSOR BROKE OFF. INSPECTED
THE SENSOR CLOSER TO FIND IT WAS DRY ON THE ELECTRICAL SIDE. THE SENSOR CLOSER TO FIND IT WAS DRY ON THE ELECTRICAL SIDE.
REPLACED THE SENSOR AND CLEARED THE FAULTS. RAN THE
AUTOMATIC CYLINDER TEST, THE EGR VALVE TEST, THE TURBO TEST,
AND FOUND THEY ALL PASSED. ALTHOUGH, DID FIND THAT CYLINDER 3 WAS TESTING LOWER THAN THE OTHERS. REMOVED THE AIR FILTER

CONTINUED

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW MHC COM, WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE

^{1.} PAYMENT Customer shall pay Deliver the total amount asted on the order which shall be due in cash upon the bender by Deliver to Customer of the Parts, universiand until credit terms for Customer which credit has been only approved in advance by Deliver in a winding agreed by a corporate officer or authorized manager of the Deliver for Customers whose credit has been only approved in advance by Deliver in a winding agreed by a corporate officer or authorized manager of Deliver the amounts also to provide the end of the Credit Agreement is executed by Customers are incorporated herein. An internal charge of 1.5% per month will be charged on past due barances.

ARBITRATION: Any continuency or claim arrang out of or relating to the Order shall be decided by arbitration administered by the American Arbitration Association in accordance with its Commercial Arbitration Rules, subject to the similations and restrictions as set forth in the Terms and Conditions Quintained at www.intiducts.com/departments.

Tax Status	Terms	P.O.#	Service Date	Invoice Date
TAX	CHARGE	TT0138	3/11/2020	6/30/2020

OPERATION 2

HOUSING, THE VALVE COVER, AND VERIFIED THE INJECTORS AND UNIT PUMPS WERE ALL PROGRAMMED CORRECTLY. STARTED A TCS CASE AND THEN RAN A CRANKSHAFT ROTATION TEST AT IDLE, CHECKED THE AND THEN RAN A CRANKSHAFT ROTATION TEST AT IDLE, CHECKED TO INJECTOR LINE WHILE THE TEST WAS RUNNING, AND FOUND THE NUMBER 2 LINE WAS HARDLY HITTING. SENT ALL OF THE DATA TO THE TCS CASE. REVIEWED THE CASE ONCE MORE AND THEN REMOVED THE AIR CLEANER, THE VALVE COVER, THE LINES TO THE FUEL FILTER HOUSING, THE FILTER HOUSING FROM THE ENGINE, THE AFTERTREATMENT FUEL VALVE, THE INJECTOR LINE, THE INJECTOR, AND THE MARKET THE MARKET AND THE MA AFTERTREATMENT FUEL VALVE, THE INJECTOR LINE, THE INJECTOR, AND THE UNIT PUMP AT THE NUMBER 4 POSITION. REMOVED THE LIFTER AND CHECKED THE CAM TO FIND NO ISSUES AT THE CAM. CLEANED THE FUEL FROM THE CYLINDER AND INSTALLED A DUMMY INJECTOR TO LEAK CHECK THE CYLINDER TO FIND NO ISSUES. INSTALLED THE NEW INJECTOR, THE NEW FUEL LINE, THE NEW UNIT PUMP, THE HARDWARE, AND THEN REINSTALLED THE ACCESS ITEMS THAT WERE REMOVED FOR ACCESS. PRIMED THE FUEL SYSTEM, PROGRAMMED THE NEW COMPONENTS, AND THEN RAN A CYLINDER PERFORMANCE TEST TO FIND NUMBER 3 WAS SHOWING LOW PROGRAMMED THE NEW COMPONENTS, AND THEN RAN A CYLINDER PERFORMANCE TEST TO FIND NUMBER 3 WAS SHOWING LOW PERFORMANCE. WENT TO TEST DRIVE THE UNIT AND FOUND A CEL CAME ON FOR NUMBER 3 LOW TORQUE AND NUMBER 1 HIGH TORQUE. REMOVED THE ACCESS ITEMS AND SWAPPED THE INJECTORS AROUND BETWEEN THE NUMBER 2 AND 3 POSITIONS. REASSEMBLED THE UNIT AND RAN THE UNIT TO FIND THE NUMBER 5 AND 3 INJECTORS WERE NEEDING TO BE REPLACED. REMOVED VALVE COVER, ALL OF SECONDARY FUEL FILTER HOUSING, AND SHUT OFF VALVE. REMOVED BRACKETS AND CLAMPS BEHIND ALT AND REMOVED FUEL LINES 1,2,3, AND 5 AND INSTALLED ALL NEW. THEN REMOVED THE INJECTORS 1,3, AND 5. INSTALLED NEW INJECTORS AFTER CLEANING BORES AND HOLES OUT. TORQUED INJECTORS AND THEN ALL LINES DOWN. AND 5 AND INSTALLED ALL NEW. THEN REMOVED THE INJECTORS 1,3, AND 5. INSTALLED NEW INJECTORS AFTER CLEANING BORES AND HOLES OUT. TORQUED INJECTORS AND THEN ALL LINES DOWN.

REINSTALLED ALL REMOVED PARTS. STARTED UP TRUCK AFTER PRIMING AND LET IT IDLE FOR A BIT. RAN THE CYLINDER TEST AND SHOWS NUMBER 5 TO BE INCORRECT FUELING AND NUMBER 2. AFTER LETTING IT IDLE LONGER. FOUND NUMBER 2 CYLINDER LOW CONTRIBUTION FAULT COME UP. INFORMED FOREMAN AND GOT A NEW UNIT PUMP BECAUSE NUMBER TWO UNIT PUMP PELT REALLY WEAK.

REMOVED BRACKETS BEHIND ALT AND REMOVED UNIT PUMP. INSTALLED NEW UNIT PUMP AND REINSTALLED BRACKETS. RAN TRUCK AND THE PULSES FELT STRONGER NOW. RAN TEST AGAIN AND STILL SHOWED NUMBER 5 TO BE WEAK AND ALSO NUMBER 2. GOT TOLD TO REPLACED NUMBER 2 INJECTOR AGAIN BECAUSE PREVIOUS TEST FOUND THAT A LOW SPOT FOR MATCHING CYLINDERS FOLLOWED WHEN THE NEW NUMBER 3 INJECTOR WAS MOVED TO NUMBER 2. REMOVED AIR CLEANER AND VALVE COVER AND REMOVED LINE. REMOVED INJECTOR AND INSTALLED NEW INJECTOR ON NUMBER 2. THEN REINSTALLED REMOVED PARTS. STARTED UP TRUCK AND RAN TEST. TEST LOOKS A WHOLE LOT MORE IN SPEC NOW. ALL UNIT PUMPS HAVE A STRONGER PULSE. ZIP TIED WIRING BACK UP AND BACKED OUT TRUCK AND TOOK ON TEST DRIVE TO SPRING HILL AND DID NOT HAVE ANY FAULTS RETURN.

30.0 HOURS LABOR TOTAL -30.0 Labor Total

1664755PE 1664754PE 1664753PE O-RING UNIT PUMP UPPER O-RING UNIT PUMP MIDDL O-RING UNIT PUMP LOWER

1 1

CONTINUE

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW MHC COM WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE

1. PAYMENT: Customer shall pay Delater the total amount add on the order which shall be due in cash upon the tender by Dealer to Customer of the Parts, unless and until credit terms for Customers are approved in a writing signed by a corporate unless of an adding signed by a corporate order or authorized manager of bealer. If or Customers in rive credit has been only approved in advance by Dealer in a winting signed by a corporate order or authorized manager of bealer the amounts due to Dealer for the Parts shall be in accordance with the terms of the Credit Agreement accordance in connection with paying for credit with Dealer. The terms and provisions of any such Credit Agreement agreed by Customer are incorporated therein. As credit dually such Credit Agreement agreed on paid due balances.

2 ARRITACTION: Any controversy or claim antang out of or relating to the Order shall be decided by approach administered by the American Arbitration Association in accordance with its Commercial Aradistion Rules, subject to the rendations and restrictions as set furth in the Term; and Conditions contained at www.inititack.comments.in

Tax Status	Terms	P.O.#	Consider But	
TAX	CHADOE		Service Date	Invoice Date
144	CHARGE	TT0138	3/11/2020	6/30/2020
				0/30/2020

OPERATION 2			
1830688 PE 1313120 PE 2126981 PE 1638271 PE 1805233 PE 1866163 PE 0322364 PE 0244680 PE 0231328 PE 0331327 PE 73039 3ATC 77611 IMP 73039 5ATC 12621 IMP 12452 IMP 15152 IMP 15152 IMP 15152 IMP 1786103 PE 1976452 PE 1867382 PE RF5100 RX18612 00 PRX CX18612 00 PRX CX18612 00 PRX CX18612 00 PEX CX18612 00 PEX CX18259 00 PEX CX18250 PEX CX18250 PEX CX18250 PEX CX18250 PEX CX18250 PEX	BOLT-FLANGE INJ HOLD D BOLT-FLANGE M8X55 SENSOR-PRESSURE, TURBO O-RING INJECTOR GASKET-EXHTURBO NUT-HEX METRIC M10X1 RING-COPPER 16.2X21.9X RING-COPPER 14.2X19.9X RING-COPPER 14.2X19.9X RING-COPPER 10.2X14.9X WASHER-SEALING WASHER FLAT 1/4 WASHER-SEALING WASHER M8 FLAT NUT 8X1.25 BOLT M8X2010.9 TIE-CABLE 15.25"LARGE TIE WRAP BLACK 15.5 GASKET-AIR INLET V-CLAMP, D=93.8 O-RING COOLANT GALLON FUEL PUMP, MX-13 EPA 1 INJECTOR-DMCI INJECTO	2 6 1 6 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Customer

CONTINUED

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW MHC COM WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE

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PAYMENT Customer shall by Dearer the state answer kized on the creat which shall be due in cash upon the lenser by Dearer the state answer kized on the creat which shall be due in cash upon the lenser by Dearer the Dearer to Euthorize the approved in a willing signed by a corporate officer or authorized manager of the Dealer Fig. Customers who exceed his above to provide the Cash of the Dealer for Customers whose creat has been any approved in a wholing spired by a corporate officer or authorized manager of the area that any approved in a wholing spired by a corporate officer or authorized manager of the area that any approved in a wholing spired by authorized manager of the creat shall be a supported by Dealer for the Creat shall be considered by Dustomers in connection with applying for creat with Dealer Time terms and provisions of any such Creat Agreement agreed by Customers are included indexed of 15%, per month with the changes on past due particles aloned.

2. ARBITRATION. Any conditioning or class arranged to the Creat shall be decided by arbitration administered by the American Arbitration Application in accordance with its Commencial Arbitration Fixes, subject to the American Arbitration in the Terms and Conditions contained at www.institute.com/dealer/stems.

		F.U.#	Service Date	Inscrine Det
TAX	CHARGE	TT0138		Invoice Date
	0.1110	110136	3/11/2020	6/30/2020
OPERATION	3			
COMPLAIN	T. FYHAIIOM	The out on the		

VMRS CODE:

D 0.4

CORRECTION:

Torme

EXHAUST LEAK ON EGR VALVE 01-045-007-007-03-18 REPLACE WITH NEW-GASKET - CYLINDER HEAD, ENGINE-CYLINDER

HEAD - LEAKING

REMOVED CLAMP FROM EGR FLEX PIPE TO MANIFOLD AND FOUND GASKET WAS COMPLETELY BLOWN OUT. GOT NEW GASKET AND INSTALLED AND REINSTALLED CLAMP. RAN TRUCK AND FOUND NO FURTHER LEAKS.

Labor Total - ·

1786103PE

GASKET-AIR INLET

1 Total Operation 3 --

OPERATION

Tax Status

COMPLAINT: REPLACE WATER PUMP 01-045-021-000-03-18

VMRS CODE: CORRECTION: REPLACE WITH NEW ELECTRONIC ENGINE CONTROLS ELECTRONIC

ENGINE CONTROLS LEAKING

DRAINED COOLANT AND REMOVED BELT. NEXT REMOVED WATER PUMP AND REPLACED. PUT BELT ON AND FILLED COOLANT AND RAN WITH NO ISSUES. TOPPED OFF COOLANT THE REST OF WAY. NEXT REPLACED AIR FITTING THAT WAS LEAKING AT THE AIR SHUTOFF VALVE.

Labor Total - -

1942598PE 1644567PE PUMP - COOLANT INCOMPLET O-RING D=126.59

Parts Total ·· Total Operation 4 - -

OPERATION 5

COMPLAINT: CHECK AND ADVISE FOR CEL AND ENGINE RUNS POORLY VMRS CODE: 01-999-999-AD-00 01-043-001-049-03-18

VMRS CODE:

01-043-007-071-03-51

CORRECTION: ADDITIONAL TOTAL VEHICLE TOTAL VEHICLE NO FAILURE REPLACE WITH NEW COOLER - EGR EMISSION CONTROLS LEAKING REPLACE WITH NEW SENSOR - NOX NITROGEN OXIDE DIESEL EXH-SELECTIVE CATALYTIC REDUCTION SYSTEM (SCR) - INOPERATIVE HOOKED UP TO THE UNIT AND FOUND FAULTS FOR LOW COOLANT.

HOOKED UP TO THE UNIT AND FOUND FAULTS FOR LOW COOLANT.
OPENED THE HOOD TO FIND THE COOLANT WAS ABOVE THE MIN MARK.
KEYED THE UNIT OFF AND BACK ON TO FIND THE LOW COOLANT LIGHT
WAS STILL ON. TESTED THE SENSOR USING A MAGNET TO FIND THE
SENSOR WAS READING CORRECTLY. CHECKED OVER THE REST OF THE
UNIT TO FIND WHAT APPEARED TO BE DRY SOOT OVER THE NEW
INJECTOR LINES ON POSITION 1 AND 2. ALSO, FOUND SOOT ALL
OVER THE INTAKE HORN THAT WAS MOUNTED TO THE CYLINDER HEAD.
RAN THE UNIT AT HIGH RPMS AND SPRAYED THE UNIT DOWN WITH RAN THE UNIT AT HIGH RPMS AND SPRAIED THE UNIT DOWN WITH SOAPY WATER TO FIND A GASKET AT THE TOP OF THE INTAKE HORN WAS LEAKING. TOOK PHOTOS OF THIS, THE DRIED COOLANT ON THE OUTLET OF THE EGR CLAMP, AND REMOVED THE OUTLET PIPE BETWEEN THE EGR AND VENTURI TO FIND COOLANT WAS PRESENT INSIDE THE PIPE AND ALL OVER THE INSIDE OF THE EGR WAS WET. REMOVED THE HEAT SHIELD, THE INTAKE PIPE TO THE EGR, AND FOUND IT WAS

CONTINUED

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW MHC COM WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE

1 PAYMENT Customer shall pay Design the total amount laters on the order which shall be due in cash upon the beneer by Design of the Parts, unless and unbit creat terms for Customer are approved in a writing signed by a corporate efficie or authoritied manager of the Dealer. For Customers whose creat has been alway approved in a writing signed by a corporate efficie or authorized manager of Design the amounts due to Dealer for the Parts shall be in accordance with the terms of the Cored Agreement executed by Customer in correction with applying for creat with Dealer. The terms and provisions of any such Creat Agreement agreed by Customer are incorporated herein. An interest sharpe of 1.5% per month will be intarged on past due totalises.

2 ARBITRATION Any continuency or claim anong but of or relating to the Order shall be decided by another administered by the American Arbitration Association in accordance with its Commercial Arbitration Rules, subject to the American and restrictions as set forth in the Terms and Conditions contained at wew inflictance commercial accordance with its Commercial Arbitration and restrictions as set forth in the Terms and Conditions contained at wew inflictance commercial accordance with its Commercial Arbitration and restrictions.

Customer Copy

Tax Status	Terms	P.O.#	Service Date	Invoice Date
TAX	CHARGE	TT0138	3/11/2020	6/30/2020

OPERATION 5

DRY. PRESSURIZED THE COOLANT SYSTEM AND FOUND THE OUTLET OF THE EGR WAS LEAKING. REVIEWED THE FAULTS FROM THE ORIGINAL REPAIR TO FIND NONE WERE PRESENT RELATING TO THE COOLANT SYSTEM. DRAINED THE COOLANT, REMOVED THE CAC PIPE, THE INTAKE HORN, THE TURBO, THE LINES, THE BPV PLEX, THE EGR LINES, THE EGR BRACKET, THE EGR COOLER, AND THEN CLEARED OFF THE SEALING SURFACES. REASSEMBLED THE UNIT USING A NEW COOLER AND SEALS BULLED THE UNIT WITH COOLANT. BAN THE THE SEALING SURFACES. REASSEMBLED THE UNIT USING A NEW COOLER AND SEALS. FILLED THE UNIT WITH COOLANT, RAN THE TRUCK, AND FOUND NO NEW LEAKS. REMOVED THE DRIVER SIDE CAC PIPE AND FOUND THE INTAKE HORN GASKET WAS BLOWN OUT. REPLACED THE GASKET AND RAN A REGEN TO FIND AN OUTLET NOX CODE SET. CHECKED THE WIRING TO FIND IT CHECKED OUT OK. REPLACED THE SENSOR AND RAN A REGEN. NO NEW FAULTS SET. CLEARED THE CODES. CHECKED INTO THE A/C BEING INOP TO FIND THE HEATER CONTROL VALVE WAS NOT FUNCTIONING CORRECTLY. REPAIRED THE STEERING SHAFT BOOT AND THEN REPAIRED SOME EXPOSED WIRING. PARKED THE UNIT TO GO BACK TO THE CUSTOMER. EXPOSED WIRING. PARKED THE UNIT TO GO BACK TO THE CUSTOMER.

Labor Total

RX1933207PEX CX1933207PEX CR1933207PEX 1907399PE 1782988PE 1786103PE	EGR COOLER MX13 EPA10 EGR COOLER MX13 EPA10 EGR COOLER MX13 EPA10 GASKET AIRINTAKE GASKET AIR INLET GASKET AIR INLET O RING O RING	1112211214222111
1791610PE	O RING .	1
1791611PE	O RING .	Ŧ
1894764PE	GASKET-PIPE FLANGE	2
1805233PE	GASKET-EXHTURBO	1
1866163PE	NUT-HEX METRIC M10X1	4
0244680PE	RING-COPPER 14.2X19.9X	2
0331327PE	RING-COPPER 10.2X14.9X	2
0331328PE	RING-COPP 12X17X1.5MM	2
1867382PE	O-RING .	1
1827279PE	GASKET - EXHUAST	ī
1827519PE	GASKET-EXHTURBO FLEX	ī
1782988PE	GASKET-AIR INLET	î
	GASKET-CACPIPING	1
D42-1003		1
RX1889126PEX	NOX UPSTREAM SENSOR	1
CX1889126PEX	SENSOR-GAS EXHAUST IN	1
CR1889126PEX	SENSOR-GAS EXHAUST IN	1-
1825888PE	SENSOR-MOTION COOLANT	1
102300010		Total O

Total Operation 5 --

OPERATION

TRUCK RETURNED 4 · 24 · 2020 DIED IN INSTERSECTION 01 · 042 · 002 · 009 · 03 · 12 COMPLAINT:

VMRS CODE:

CORRECTION:

REPLACE WITH NEW-TANK - SURGE-RADIATOR-BROKEN BROUGHT THE UNIT INTO THE SHOP AND FOUND THE CEL, THE SEL, AND THE LOW COOLANT LIGHTS WERE ON. TAPPED ON THE COOLANT AND THE LOW COOLANT LIGHTS WERE ON. TAPPED ON THE COOLANT RESERVOIR TO CHECK FOR A STUCK FLOAT BUT, FOUND NO CHANGE. NOTATED THAT THE COOLANT LEVEL WAS IN SPEC BUT, THE LIGHT REMAINED ON. REMOVED THE SENSOR AND THEN USING A MAGNET,

CONTINUED

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW MHC.COM. WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE

1. PAYMENT: Customer shall pay Dealer the lotte amount leded on the order, which shall be due in cash upon the tender by Dealer to Customer and shreet dealers have been a writing agreed by a corporate officer or authorized manager of the Dealer. For Customers whose creat has been duy approved in advance by Dealer in a writing agreed by a corporate officer or authorized manager of the Dealer. She amounts due to Dealer for the Parts shall be in accordance with the terms of the Creat Agreement avolute by Customers with applying for creat with Dealer. The terms and provisions of any such Creat Agreement begins by Customer are incorporated meren. An interest charge of 1.5%, per month will be charged on past due to authorize

2 ARBITRATION. Any controversy or claim anising out of or retaking to the Order shall be decided by antibration administered by the American Arbitration Association in accordance with its Commercial Arbitration Rules, Subject to the Emissions and retinitions as set forth in the Terms and Conditions Continued at www.mnduck continued extensions.

Customer Copy

22/

Tax Status	Terms	P.O.#	Service Date	Invoice Date
TAX	CHARGE	TT0138	3/11/2020	6/30/2020
ODEDAGION	-			
OPERATION	6			
	SIMULATE	D THE COOLANT LEVEL TO FIND NO IS	SUES. PLUGGED	THE
	SENSOR B	ACK IN AND FOUND THE CODES WERE I	NACTIVE. ADVIS	ED
	COOLANT	UNIT NEEDED TO HAVE A NEW SURGE REMOVED THE SURGE TANK, INSTALLE	TANK. DRAINED 1	THE
	TANK, AN	D THEN REFILLED THE UNIT WITH COO	LANT. RAN A REC	SEN
	TO GET T	HE UNIT UP TO OPERATING TEMP AND	THEN VERIFIED 1	THE
	CAUSE LO	SYSTEM PRESSURE WAS NOT PUSHING C W COOLANT LIGHTS. ROAD TESTED THE	COLANT DOWN TO	TI EC
	AND FOUN	NO PURMUER TOSTED THE	ONIT FOR 80 MI	LLES

Hours TANK ASSY-SURGE, OGP FITTING- STR 3/8"BEAD T1673008 V38-1114 933-240-10BCMP 933-160-10GCMP 1 2 1 CLAMP-CONSTANT TENSION CLAMP-CONSTANT TENSION SILICONE HOSE 5/8" 5526-062X25PX

AND FOUND NO FURTHER ISSUES.

Parts Total ... Total Operation 6

Labor Total --

OPERATION 7

COMPLAINT: STEP FOR TOW.

VMRS CODE: 01-999-000-000-AD-00

CORRECTION: ADDITIONAL-TOTAL VEHICLE COMPONENTS-TOTAL VEHICLE-NO

FAILURE

CUSTOMER GOODWILL

Labor Total --

PO#1557243 SUBLET TOW IN FREIGHT CHARGE FREIGHT FREIGHT COURIER FEE

Total Operation 7 ...

OPERATION

CORRECTION:

COMPLAINT: WARRANTY STEP FOR NEW INJECTOR THAT FAILED.

VMRS CODE: 01-044-010-052-03-51

ORRECTION: REPLACE WITH NEW-INJECTOR ASSEMBLY - FUEL-CONVERTER - PROPANE / NATURAL GAS-INOPERATIVE

NEW INJECTOR ON NUMBER 2 POSITION FOUND FAILED AS OF T/S FROM 4/2/19. ORIGINALLY INSTALLED BY TECH ON 3/31. SEE STORY ON JOB STEP 2.

Labor Total --

1904646PE PIPE-FUEL INJECTION HI 1 RX1825900PEX CX1825900PEX INJECTOR - DMCI 111 INJECTOR - DMCI CR1825900PEX INJECTOR - DMCI BOLT FLANGE M8X55 1313120PE

Parts 100% Warranty
Parts Total
Total Operation 8

CONTINUED

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW MHC COM WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE

1 PAYMENT Customer shall pay Delater the total amount sided on the order which shall be due in cash upon the tender by Delater to Customer of the Parts, units 3 and unbic credit terms for Customer are approved in a writing signed by a corporate officer or authorized manager of the Delater. For Customers indicate upon the tender to be an units of the Parts than it is not accordance with the feems of the Creater for an units deep research and promotion of any such Christian Agreement and promotion of any such Christian Agreement approach and promotion of any such Christian Agreement and promotion and any such Christian and promotion and any such Christian Agreement and promotion and any such Christian Agreement and promotion and any such Christian and State (Christian Agreement Agree

ARBITRA TION. Any contributing for claim among out of or reliating to the Order shall be decided by arbitration administered by the American Arbitration Association in accordance with its Commercial Arbitration Rules, subject, the himidations and restrictions as set forth in the Terms and Considering commissance of wave incidence commissance and instructions as set forth in the Terms and Considering commissance of wave incidence.

- MHC IS CERTIFIED FOR CATERPILLAR, CUMMINS AND MX.
 - OVERHAULS/WARRANTY REPAIRS
- MHC OFFERS PARTS AND SERVICE FOR ALL MAKES OF TRUCK .

TOTAL DUE

23,314,82

08-68/1/ TT Ø138 MAJOR REPAIR



WELLER GA

HENDRICKSON













¥ BorgWarner





TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT WWW MHC COM. WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE

FATALIST Customer shall pay Deare the total amount ediad or the order white in this bid also in car. Upon the endertry Deare to Customer or the Platti unless and arts creatives to Customer are approved in according to the order of authorized mininger of the Deare. For Customer whose credit has been alway approved in according to present a unique of bid Deare. The amount of the Platti shall be all according to the order of authorized mininger of these transfer of authorized to the Early shall be all according to the order of the platting to the order of the order of the platting to the order of the order of the order of the platting to the order of the order order

2 ARBIT EATON Any Controllersy or claim an anglish of or militing to the Under shall be quicked by arbitration administered by the American Arbitration Association in accordance with the Commercial Arbitration Rules Subject to the femiliations and restrictions as set forth in the Terms and Conditions contained at wave mindrate considerate min.