

Customer

INVOICE

Invoice

Pg
2

3/18/22

Br	Trk	Make	Model	Serial	Equipment	Meter	Sls	Customer P.O.
001		BK	CP100	377CB60	7252	2,691	NE	

Ord	Ship	B/O	Description	Each	Amount
1	1		DIODE		
			BK 5080560		
			BELT, CAT CP100	CREVE COEU	
1	1		BK 605-602-500		
			HARNESS, ENGINE		
1	1		BK 625-400-003		
			BELT, GENERATOR	GATES	
			TOTAL PARTS		
	1		FREIGHT-PARTS/SUPPLIES		
			LABOR		
			MISC SHOP EXPENSE		
			MO STATE TAX		

ALL OF OUR EQUIPMENT IS FOR SALE.
PLEASE INQUIRE ABOUT PRICES!

Total 8,229.40

Customer

I N V O I C E

Invoice

Pg
1

3/18/22

Br	Trk	Make	Model	Serial	Equipment	Meter	Sis	Customer P.O.
001		BK	CP100	377CB60	7252	2,691		

Ordr	Ship	B/O	Description	Each	Amount
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Taken By JR

Closed 3/18/22

11065B6Q

WORK TO BE PERFORMED: REPLACE ENGINE HARNESS. CLEAR CODES. REPAIR GENERATOR MOUNTING. REPLACE SERPENTINE AND GENERATOR BELTS. REPLACE 100 AMP FUSE HOLDER. REPLACE MISSING TRACK PADS. INSTALL DIODE TO ALTERNATOR.

WORK PERFORMED: REPLACE ENGINE WIRING HARNESS. CLEARED CODES. REMOVED GENERATOR AND REPAIRED MOUNTING. REPLACED ENGINE AND GENERATOR BELT. REPLACED 100 AMP FUSE HOLDER. INSTALLED DIODE TO ALTERNATOR. INSTALLED MISSING TRACK PADS. CHECKED SCREED HEAT OPERATION.

NOTE: PAVER HAD (17) CODES BEFORE HARNESS REPLACE. THERE ARE STILL (3) CODES ACTIVE. CAT WILL NEED TO HOOK-UP TO ENGINE TO RESOLVE CODES. TRACK PADS SUPPLIED BY CUSTOMER.

1	1	BK 1042-9055
		SWITCH, STARTER 2-POS
1	1	BK 1044-0177

CONTINUED

Invoice Date: 04/14/22

Sold To:

COULD HELP WITH THIS ISSUE AFTER SPEAKING WITH
THEM AND WALKING THROUGH SOME OF THEIR CHECKS
EVENTUALLY FOUND THE ISSUE

PARTS:

QUANTITY	PART NO	DESCRIPTION	STK/NON-STK	UNIT PRICE	EXTENSION
1	189-3158	SUPPRESSOR	S	22.50	
		TOTAL PARTS	SEG. 02		
			F/R LRR		
		SEGMENT 02 TOTAL			

SEGMENT 03: TROUBLESHOOT (SJR) ENGINE

CUSTOMER COMPLAINT:

- ENGINE DERATED AND HAS ACTIVE ENGINE CODES

CAUSE:

- INTERNAL OPEN IN VALVE

PART NUMBER:

- 463-8913 VALVE

CONTINGENT DAMAGE:

- COOLANT

- O-RINGS

CORRECTION:

- VERIFIED THE COMPLAINT
- CHECKED THE PSR FOR ACTIVE CODES
- ACTIVE CODE FOR CURRENT ABOVE NORMAL FOR THE NRS VALVE

- LOOKED INTO SIS GUIDE
- CHECKED ALL ELECTRICAL CONNECTORS
- NOTICED THAT THE HARNESS ON CARLSON END OF MACHINE FROM ENGINE HARNESS TO ECM WAS NEW

CHECKED ALL THE PINS IN THE HARNESS TO MAKE SURE ALL WERE TIGHT AND PINNED CORRECTLY
- AFTER ENSURING WIRING TESTED GOOD

- MADE A SHORT IN THE CONNECTOR TO THE NRS VALVE AND THE THE CODE CHANGED

- DETERMINED THE FAULT WAS AN INTERNAL OPEN IN THE NRS VALVE

- ORDERED THE NEW VALVE
- REMOVED THE OLD VALVE LOST SOME OF THE COOLANT WHEN REMOVING THE VALVE

- DISCONNECTED THE EXHAUST PIPE AND HOSES

- INSTALLED THE NEW VALVE

- TORQUED ALL FASTENERS

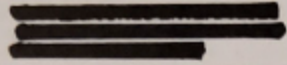
- CONNECTED PIPES, HOSES AND HARNESS

- TOPPED OFF THE COOLANT



INVOICE AMOUNT: 000.00
Invoice Date: 04/14/22

Sold To: [REDACTED]



Customer #: [REDACTED]

MACH ID: _____ Equipment No: _____ Terms: 2
Make: OT Model: CP100 SN: 377CB60 SMU/OD: 2694.0

		INVOICE SUMMARY:					
SEQ	DESCRIPTION	PARTS	LABOR	MISC	F/R ALL	ADJUST	TOTAL
02	TROUBLESHOOT FAULT CODE						
03	TROUBLESHOOT (SJR) ENGINE						
	SUPPLIES/ENV CHG						
	SUBTOTAL						
	FRANKLIN SALES TAX						
	TOTAL						

PAY THIS AMOUNT \$3873.23



Invoice Date: 04/14/22

Sold To [REDACTED]

- RESET THE MRS VALVE IN THE CONFIGURATION
- CLEARED THE CODES RAN THE ENGINE NO CODES
RECORDED AFTER THE REPAIR

COMPLICATIONS:

- CARLSON IS NOT A SUPPORTED PRODUCT BY OUR DEALER
SO THERE IS ONLY INFORMATION FOR THE ENGINE NONE
OF THE MACHINE HARNESSES USED TO CONNECT ECM TO
ENGINE IS ALL CARLSON HAD NO INFORMATION AND HAD
TO TRACE WIRES IN ORDER TO RULE OUT THE HARNESS
WHILE TROUBLESHOOTING THE PROBLEM

PARTS:

QUANTITY	PART NO	DESCRIPTION	STK/NON-STK	UNIT PRICE	EXTENSION
1	6V-3251	SEAL O RING	S		
3	238-8648	CAT ELC	S		
1	386-1911	SEAL	N		
1	463-8913	VALVE AS	STKPN		
		TOTAL PARTS			
1.00		EXSRV: 4638913			
		TOTAL MISC CHGS			
		SEGMENT 03 TOTAL			
		SUPPLIES/ENV CHG			
		FRANKLIN SALES TAX			

Invoice Date:

04/14/22

Sold To:

SEGMENT 02: TROUBLESHOOT FAULT CODE

CUSTOMER COMPLAINT:

- MACHINE WILL NOT SHUT OFF, E STOPS DON'T WORK
HAVE TO DISCONNECT A WIRE TO SHUT OFF THE MACHINE

CAUSE:

- SHORT IN HARNESS

PART NUMBER:

- CARLSON MACHINE HARNESS

CONTINGENT DAMAGE:

- VERIFIED THE COMPLAINT
- MADE SURE THERE WERE NO CODES
- CHECKED ALL OF THE CAT SIDE OF THE ENGINE HARNESS TO ENSURE NOTHING WAS KEEPING THE ECM POWERED UP AFTER KEY HAD BEEN SHUT DOWN
- CHECKED THE RELAYS BY THE BATTERY TO ENSURE NONE OF THEM WERE BACK FEEDING TO THE ECM
- CHECKED THE GROUNDS
- STARTED CHECKING THE PINS ON CARLSON MACHINE HARNESS
- HAD TO CALL CARLSON AND BE TRANSFERRED TO PRODUCT SUPPORT TO GET SOME HELP GETTING INFORMATION ON THE MACHINE AND PIN LOCATIONS AND CONNECTION OF THE MACHINE HARNESS
- WHILE ON THE PHONE PERFORMING SOME OF THE CHECKS HE WAS TELLING ME TO ON ECM POWER RELAY THE WIRES WAS CONNECTED WRONG
- ENSURED ALL PINS TO THE ECM WERE CORRECT
- FOUND THAT THE HARNESS WAS INCORRECTLY CONNECTED TO ALTERNATOR TO GROUND AND THAT HAD BLOWN THE INTERNAL HARNESS DIODE IN THE CARLSON HARNESS AND WOULD BACK FEED POWER THROUGH THE MAIN RELAY FOR THE KEY SWITCH AND POWER UP THE ECM AND MACHINE WOULD STAY RUNNING AFTER THE KEY WAS SWITCHED OFF THE KEY SWITCH MAIN RELAY IS CONNECTED TO THE E-STOPS AND THAT WAS THE CAUSE TO THAT PROBLEM AS WELL
- CARLSONS INLINE DIODE IS NOT AVAILABLE THROUGH CAT USED A CAT A/C SYSTEM DIODE AND RETROFITTED IT IN PLACE ON THE CARLSON HARNESS AND CONNECTED IT THE CORRECT LOCATION ON THE BACK OF THE ALTERNATOR
- VERIFIED THE REPAIR
- MADE SURE MACHINE SHUT DOWN E-STOPS FUNCTIONED

COMPLICATIONS:

- THIS ISSUE WAS ON THE MACHINE SIDE SO THERE WAS NO INFORMATION OR ELECTRICAL SCHEMATIC HAD TO GET A HOLD OF CARLSON AND BE DIRECTED TO SOMEONE THAT

INVOICE NO	CUSTOMER NO	CUSTOMER PO	INVOICE DATE	PAYMENT TERMS
			02/24/2023	NET 30 DAYS
SALESPERSON:			SERVICE ORDER:	
CONTACT:			REF:	
CARLSON MODEL: CP100 S/N: 377CB6Q CUST UNIT: UNIT: EQ0300282				
METER: 2,712.00				

SEGMENT: 10 MAJOR REPAIR CAB / BODY / CHASSIS CUSTOMER - SHOP

SEGMENT TYPE: Chargeable

CARLSON MODEL: CP100 S/N: 377CB6Q CUST UNIT: UNIT: EQ0300282

WORK SITE: ALTA CONSTRUCTION EQUIPMENT OH LLC 181 OAK LEAF OVAL BEDFORD OH 44146-6156

METER: 2,712.00

LOCATION :

EVAL NOTES

****SENT MACHINE OUT FOR COMPLETE EVAL PRIOR TO SEASON****

WORK DESCRIPTION :

Decided against paint job

Quote along the way any parts needed for return of very reliable machine to customer. (Been a few months since we inspected and gave findings)

Rt. track crossover control cable is bad. I recommend replacing at least both left and right crossover cables.

Missing 1 track pad on rt. track. Majority of track pad bolts and nuts are loose, should replace all pad bolts and nuts.

Hydraulic cooler is leaking and causing the cooler to plug externally.

Auger drive chains are too tight and need lubricated badly.

Auger drive hydraulic motors shaft seals are seeping, possibly because of chain tension.

Suspect left auger control seal blown because left auger moves while running other functions over relief.

Left auger end bearing has noticeable movement.

Rt. conveyor drive chain is tight.

Left and rt. drive chains and sprockets showing wear.

Hydraulic leak on rt. side control valve block at a plug.

Rt. extension cylinder is leaking.

Rt. side control panel, left hand extension toggle switch is bad.

Rt. side outer to middle extension slide tube mount is broken.

Left side outer to middle extension slide tube mount is loose.

Back up alarm and horn do not function.

Rt. side door latch is missing arm from latch to hold door shut.

Multiple lights not working. Rt. auger, L&Rt truck hitch, ? of the rear screen light.

1/23-Added LH Extension Cylinder and Bushings

1/25-Added complete undercarriage, turbo,LH remote, RH ext cyl rod,

toggle switch

Also quoted 2000 HR PM

(Will install Conveyor Drive Sprockets and Chains in

Field due to lead time on parts separate bill)

CORRECTION:

1/03/23 ANTONIO -REPAIRS &/OR CORRECTIONS MADE BASED ON EVAL NOTES

INVOICE NO	CUSTOMER NO	CUSTOMER PO	INVOICE DATE	PAYMENT TERMS
			02/24/2023	NET 30 DAYS
SALESPERSON: [REDACTED]			SERVICE ORDER: [REDACTED]	
CONTACT:			REF:	

- REPLACED THE CROSS OVER CABLES.
- ADJUSTED THE CABLES
- 1/13/23 ANTONIO
- REPLACED ALL LIGHTS THAT WERE BURNED OUT AND THAT WERE HALF BURNED OUT
- REPLACED HORN
- REPLACED BROKEN LEFT HAND EXTENSION TOGGLE SWITCH
- 1-17 MARK
- HELPED ANTONIO REMOVE RIGHT SIDE EXTENSION SLIDE PLATE
- 1/17/23 ANTONIO
- CHECKED FOR MOVEMENT ON THE SCREED EXTENSIONS TO SEE IF PLATE ON LEFT SIDE WAS LOOSE
- NO MOVEMENT WAS FOUND.
- REMOVED THE COVERS ON THE SCREED TO ACCESS THE EXTENSION SLIDE PLATE
- MARK HELPED WITH THE DISASSEMBLY AND REMOVAL OF PLATE
- SWAPPED EVERYTHING OVER TO THE NEW PLATE
- HAD LIZ ORDER NEW BUSHINGS FOR THE SLIDE TUBES
- STARTED REMOVING ASPHALT FROM AUGER END BEARING ON THE LEFT SIDE
- REMOVED BOLTS HOLDING END AUGER ON
- USED TORCH TO HEAT UP TUBE OVER SHAFT TO GET THE TAR HOT ENOUGH TO SLIDE THE TUBE OFF
- REMOVED BEARING HOLDER FROM UNIT
- HEATED BEARING UP AND USED A PULLER FROM THE TOOL ROOM TO PULL THE BEARING OFF
- CLEANED TAR OFF NUT TO REMOVE BEARING FROM MOUNT ROD
- BROKE NUT FREE AND REMOVED MOUNT
- REMOVED GREASE FITTING TUBE
- LET THE AUGER BLADE AND TUBE MOUNT SIT IN A BUCKET OF BRAKE CLEAN TO EAT AWAY THE TAR OVER NIGHT
- 1/18/23 ANTONIO
- REMOVED BLADE AND TUBE AND CLEANED AFTER SOAKING
- INSTALLED THE GREASE FITTING TUBE TO BEARING AND THE BEARING TO THE TUBE
- CLEANED THE AUGER SHAFT AND SLID BEARING OVER IT
- INSTALLED THE TUBE BEARING AND TUB MOUNT TO UNIT
- GREASED BEARING
- INSTALLED THE AUGER SHAFT TUBE AND THE AUGER END BLADE AND INSTALLED THE BOLTS WITH NEW NUTS
- TIGHTENED THEM DOWN TO SPEC
- DISCONNECTED THE BATTERY AND STARTED DRAINING THE RADIATOR AND HYD COOLER
- REMOVED TUBES AND HOSES
- TOOK FRONT COVER OFF UNIT TO GET TO OTHER SIDE OF RADIATOR
- REMOVED FAN GUARD AND SHROUD
- REMOVE BRACKETS HOLDING RADIATOR TO SHROUD
- REMOVED FAN FROM ENGINE
- UNBOLTED BOTTOM OF RADIATOR FROM THE FRAME AND PULLED IT OUT
- BROUGHT RADIATOR TO WASH BAY AND WASHED IT OFF
- REMOVED ALL FITTINGS AND BROKE RADIATOR DOWN INTO SECTIONS
- FOUND AIR COOLER WAS GETTING RUBBED BY THE HOOD
- HAD HYD COOLER AND CHARGE AIR COOLER SENT OUT FOR TESTING
- DURING REMOVAL FOR AIR COOLER TUBES AN EXCESSIVE AMOUNT OF OIL WAS FOUND IN THE COOLER TUBE AND TURBO
- TURBO SEAL IS LEAKING AND NEEDS TO BE REPLACED

INVOICE NO	CUSTOMER NO	CUSTOMER PO	INVOICE DATE	PAYMENT TERMS
			02/24/2023	NET 30 DAYS
SALESPERSON CONTACT:			SERVICE ORDER	REF:

1/19/23 ANTONIO

- GAVE LIZ NUMBERS OFF THE TURBO
- LOOKED INTO WHY LEFT SIDE TOW POINT CYLINDER WAS NOT GOING DOWN
- SWAPPED THE UP PLUG ON THE SOLENOID TO THE DOWN SIDE AND SOLENOID ACTIVATED
- USED VOLT METER TO CHECKED FOR POWER
- NO POWER WAS BEING SENT TO THE PLUG FROM THE REMOTE SWITCH
- SWAPPED REMOTES AND SOLENOID WORKED AS IT SHOULD
- REMOTE SWITCH IS BAD AND NEEDS REPLACED
- REMOVED BOTTOM ROLLER GUARDS AND FOUND 1 ROLLER THAT THERE WERE NO BOLTS IN AND ROLLER WAS JUST SITTING ON THE TRACK CHAINS ON LEFT HAND SIDE
- REMOVED RIGHT SIDE ROLLER GUARDS AND FOUND BOLTS THAT WERE LOOSE ON THE BOTTOM ROLLERS
- JACKED RIGHT SIDE OF UNIT OFF THE GROUND TO START REMOVING THE TRACKS TO CLEAN THEM AND REMOVE OLD BOLTS
- MASTER PIN WOULD NOT COME OUT
- STARTED DIGGING OUT ASPHALT FROM THE PAD HOLES
- REMOVED BOLTS AND PADS FROM HALF THE RIGHT SIDE TRACK

1/20/23 ANTONIO

- PUT THE COOLER BACK TOGETHER
- INSTALLED COOLER BACK INTO MACHINE
- LOOSENED ALTERNATOR TO GET FAN HUB TO SPIN TO ALIGN BOLTS
- INSTALLED FAN AND ADJUSTED ALTERNATOR TO TIGHTEN BELT

1/23/23

- INSTALLED SIDE FAN TO RADIATOR
- INSTALLED MID PLATE EXTENSION SLIDE BUSHINGS FOR THE EXTENSION TUBES
- INSTALLED MID PLATE TO UNIT

1/24/23

- TIGHTENED DOWN BOLTS
- DUG OUT HARDENED ASPHALT FROM EXTENSION PANEL AND MAIN SCREED WHERE EXTENSION RIDES
- INSTALLED EXTENSION PANEL TO THE MID PLATE AND INSTALLED SLIDE TUBES
- CONNECTED SIDE PLATE TO EXTENSION PANEL

1/25/23

- INSTALLED MID PLATE ADJUSTMENT SPROCKETS AND SHAFT WITH CHAIN
- REMOVED OLD CYLINDER
- INSTALLED NEW CYLINDER
- DRAINED HYD OIL FROM TANK
- ADDED 25 GALLONS OF NEW HYD FLUID AND WILL RECHECK LEVEL WHEN ENGINE IS STARTED
- CLEANED HARDENED OIL OUT OF CHARGED AIR COOLER TUB
- STARTED REMOVING TURBOCHARGER

2/6/23 ANTONIO

- INSTALLED NEW TURBO CHARGER
- CONNECTED HOSES TO TURBO
- CONNECTED AIR FILTER HOSE AND AIR COOLER HOSE
- LIFTED UNIT RIGHT SIDE OFF GROUND
- CUT TRACK LINKS
- REMOVE SPROCKET BOLTS
- USED FORKLIFT TO DRAG TRACKS OUT FROM UNDER MACHINE
- REMOVED ALL ROLLERS
- CLEANED UNDERCARRIAGE FRAME

REPAIRS &/OR CORRECTIONS MADE BASED ON EVAL NOTES

INVOICE NO	CUSTOMER NO	CUSTOMER PO	INVOICE DATE	PAYMENT TERMS
			02/24/2023	NET 30 DAYS
SALESPERSON			SERVICE ORDER	
CONTACT:			REF:	
<ul style="list-style-type: none">- REMOVED ALL POINT ON NEW ROLLER MOUNTING SURFACES- INSTALLED ROLLERS- REMOVED FRONT IDLER- INSTALLED NEW IDLER- REMOVED SPROCKET AND INSTALLED NEW SPROCKET- UNROLLED NEW TRACKS AND INSTALLED- INSTALLED PADS AND CONNECTED TRACK TENSIONER HYD HOSE				
2/7/23				
<ul style="list-style-type: none">- REMOVED BLOCKS OF WOOD FOR RIGHT SIDE OF UNIT- LIFTED LEFT SIDE OF UNIT UP- REMOVED TRACK PADS- USED TORCHES AND CUT LEFT SIDE TRACK LINKS- REMOVED TRACKS- REMOVED IDLERS, ROLLERS AND SPROCKETS- INSTALLED NEW IDLERS, SPROCKETS AND ROLLERS- INSTALLED NEW TRACKS				
2/8/23				
<ul style="list-style-type: none">- INSTALLED PADS THAT WERE TAKEN OFF TO CONNECT TRACKS- INSTALLED TENSIONER HYD HOSE- REMOVED BLOCKING HOLDING UNIT UP- STARTED UNIT AND TOOK OUTSIDE- BROUGHT UNIT BACK IN- REPLACED AUGER SWITCH ON RIGHT SIDE PANEL- FOUND THAT LEFT SIDE HAND HELD SWITCH THAT OPERATES AUGER PITCH CYLINDER WAS BAD				
2/9/23				
<ul style="list-style-type: none">- JACKED UNIT UP INTO AIR TO GET TO FINAL DRIVES- USED TORCH AND BLEW OFF ALL ASPHALT ON FINAL DRIVES TO FIND DRAIN AND FILL PUGS- DRAINED FINAL DRIVE OIL- FILLED WITH NEW OIL				

REPAIRS &/OR CORRECTIONS MADE BASED ON EVAL NOTES

INVOICE NO	CUSTOMER NO	CUSTOMER PO	INVOICE DATE	PAYMENT TERMS
			02/24/2023	NET 30 DAYS
SALESPERSON			SERVICE ORDER	
CONTACT:			REF:	

- INSTALLED NEW ROD SEALS AND PUT CYLINDER BACK TOGETHER
- INSTALLED CYLINDER BACK INTO SCREED
- CONNECTED HYD HOSES
- BACKED PAVER UP TO SCREED AND CONNECTED SCREED TO PAVER
- 2/20/23
- INSTALLED COTTER PINS TO SCREED PINS
- INSTALLED NEW HAND HELD REMOTE FOR LEFT SIDE
- CONNECTED HYD HOSES FROM SCREED TO PAVER
- INSTALLED SCREED PLATES TO SCREED EXTENSIONS
- INSTALLED SCREED STEP PANELS
- GREASED SCREED AND PAVER
- LIFTED SCREED OFF GROUND CYCLED EXTENSIONS
- CHECKED HYD FLUID AND TOPPED OFF
- BROUGHT UNIT OUTSIDE AND CALIBRATED/ PROGRAMED AUGERS ACCORDING TO DOOR INSTRUCTION STICKER
- TOOK TO WASH BAY AND WASHED UNIT OFF
- TIGHTENED UP COVERS, BRACKETS AND UNDERCARRIAGE GUARDS
- CLEANED WORK SPACE AND DID WRITE UPS

ITEM / Lot ID	DESCRIPTION	QTY	PRICE	CORE	TOTAL
	CROSSOVER CABLE	2			
	BOLT	288			
	NUT	288			
	TRACK - POLY PAD	1			
	AUGER HANGER AS.	1			
	PLATE - PAWL SIDE DO	1			
		2			
	WASHER	2			
	SWITCH - TOGGLE	1			
	HORN - 2 TONE 12V	1			
	LIGHT	3			
	ASSEMBLY - LIGHT LED	1			
	SEAL KIT	1			
	SECONDARY INNER TUBE	1			
	CYLINDER - EXTENSION	1			
	BUSHING	4			
	Turbo Replaces 53039	1			
	REMOTE AS. - LH TOWE	1			
	Extension Cyl Rod	1			
	USE 133635-01-C11	1			
	TRACK CHAIN ASSY.	2			
	SPROCKET	2			
	*Bolt Hex 5/8"-11 X	16			
	TRACK WHEEL	2			
	TRACK WHEEL	12			
	IDLER AS.	2			
	*1/2" SPRING STEEL	72			
	BOLT - HEX	58			
	FILTER ELEMENT - HYD	2			
	FILTER, AIR PRIMARY	1			
	FILTER-SECONDARY	1			



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			02/24/2023	NET 30 DAYS
SALESPERSON CONTACT:			SERVICE ORDER REF:	

ITEM / Lot ID	DESCRIPTION	QTY	PRICE	CORE	TOTAL
	FILTER,OIL	1			
	FILTER,FUEL PRIMARY	1			
	FUEL WATER SEPARATOR	1			
	BUZZER,BACK	1			
	DOOSAN MOLY 3% EP GR	20			
MISC	SUBLET LABOR	1.00			
MISC	COOLER REPAIR	1.00			
MISC	MISC - SHIPPING AND	1.00			
MISC	MISC - SERVICE SUPP	1.00			
MISC	FUEL SURCHARGE	1.00			
MISC	MISC - SHIPPING AND	1.00			
MISC	MISC - SHIPPING AND	1.00			
MISC	MISC - SHIPPING AND	1.00			
MISC	MISC - SHIPPING AND	1.00			
LABOR					

SEGMENT 10 TOTAL:

Note:

PARTS	
LABOR	
MISC.	
SALES TAX	
TOTAL INVOICE	52,074.80

TOTAL IF PAID AFTER DUE DATE: 52,855.92