



Regina, SK
Head Office
Box 32098
10 Redhead Road
S4N 7L2
306.721.2666
800.667.7710

ESTEVAN	306.634.4788	SWIFT CURRENT	306.773.2951
LLOYDMINSTER	306.825.3434	SASKATOON	306.934.3555
MELFORT	306.752.2273	HUMBOLDT	306.682.9920
NORTH BATTLEFORD	306.445.8128	KINISTINO	306.864.3667
PRINCE ALBERT	306.763.6454		

For additional contact information visit redheadequipment.ca

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		Salesperson
		1MS / PQA

SERVICE PRELIMINARY

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		

SEGMENT# 1 5 CUSTO PREP	05/03/24	05/03/24		
PREPARE BUS FOR SAFETY INSPECTION			2.00	1.80

CAUSE:

SGI INSPECTION.

CORRECTION:

- INSTALL LIFTS.
- LIFT UP BUS.
- SUPPORT AXLES ON STANDS.
- LOWER BUS.
- REMOVE STANDS.
- REMOVE LUG NUTS.
- REMOVE WHEELS FOR INSPECTION.
- INSTALL WHEELS AND LUG NUTS.
- INSTALL LIFTS.
- LIFT UP BUS.
- REMOVE STANDS.
- LOWER BUS.
- REMOVE LIFTS.
- TORQUE LUG NUTS.

	LABOR	370.00
1031307	SEGMENT TOTAL==>	370.00

SEGMENT# 2 5 CUSTO SAFETY	05/03/24	05/06/24		
PERFORM GOVERNMENT SAFETY INSPECTION			2.00	1.90

CAUSE:

SGI INSPECTION.

CORRECTION:

- PERFORM SAFETY INSPECTION.
- BUS FAILED AND REQUIRES EXTENSIVE REPAIRS

CONTINUED ON PAGE 02

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SIGNATURE: _____ DATE: _____

PRINT NAME: _____ GST #834643868

Farm Customers Only	
Land Description Sec. _____ Twsp. _____	
R. _____ M. _____, I hereby certify the goods listed on this invoice will be used solely in the operation of my farm.	
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Authorized Farm Signature _____	



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056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		
- BUS PASSED AFTER REPAIRS				
- ISSUED DECAL # A113163				
SGI DECAL	Decal, Safety	1	20.00	20.00
			PARTS	20.00
			LABOR	370.00
1031307			SEGMENT TOTAL==>	390.00

SEGMENT# 3 5 CUSTO NA 05/03/24 05/06/24
RIGHT WINDSHIELD WASHER INOP, REPAIR AS REQ'D FOR SAFETY #05 1.00

COMPLAINT:

CORRECTION:

- CHECK AND FILL UP WINDSHIELD WASHER TANK.
- FOLLOW WASHER FLUID HOSE.
- FOUND PINCHED.
- TRY OPERATION.
- FOUND STILL NOT WORKING.
- BLOW OUT SPRAYING NOZZLES.
- TRY OPERATION.
- FOUND WORKING OK.
- REMOVED WIPER ARMS FOR WINDSHIELD REPLACEMENT
- RE-INSTALLED WIPER ARMS AFTER NEW WINDSHIELDS WERE INSTALLED.

ADDITIONAL DESCRIPTION:

***** TECHNICIANS COMMENTS *****

*
*SUBLET= 2 WINDSHIELDS PLUS INSTALLATION LABOR
*

EHCOIL	EHC Oil	2	.05	.10
CONTINUED ON PAGE 03				

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	102-EL3 BUS	R		
EHC1LT	EHC Container	2	.10	.20
FRT	Freight Charge	1	50.00	50.00
QOM80W90	Oil, 1Lt	2	18.83	37.66
	80w90			
Q1365MWWF4X4	Fluid,	1	4.29	4.29
	OEM Mack/Recochem-Genuine Windshield			
	Washer Fluid -40			
3G-27-1	Windshield,	3 N	836.43	2509.29
			PARTS	2601.54
			LABOR	185.00
1031307			SEGMENT TOTAL==>	2786.54

SEGMENT# 4 5 CUSTO NA 05/03/24 07/10/24 1.00
FUEL GAUGE DOESNT READ, CHECK AND REPAIR PLEASE.

COMPLAINT:

NOT A SAFETY REQUIREMENT

CORRECTION:

- TESTED SENDING UNIT SIGNAL
 - WIRING IS INTACT AND SENDING UNIT APPEARS TO BE READING
 - PULLED CLUSTER AND CLECKED WIRING AND NO FAULTS FOUND
 - FUEL GAUGE NOT WORKING IS IN CLUSTER AND GAUGE IS A PART OF THE CLUSTER.
 - NO NEW CLUSTER AVAILABLE
 - TRIED TO FIND A USED CLUSTER AND NO LUCK
 - FUEL GAUGE STILL NOT READING
- ** NO CHARGE AS PER FOREMAN **

SEGMENT# 5 5 CUSTO NA 05/03/24 10/18/24 .50
INSTALL MISSING FIRE-X FOR SAFETY # 21

COMPLAINT:

CONTINUED ON PAGE 04

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	102-EL3 BUS	R		

CORRECTION:

-INSTALLED A FIRE-X AS REQUIRED FOR SAFETY

1031307	LABOR	92.50
	SEGMENT TOTAL==>	92.50

SEGMENT# 6 5 CUSTO NA	05/03/24 07/10/24	
REPAIR LEFT HEADLIGHT & REAR PLATE LAMP, SAFETY # 31		1.00

COMPLAINT:

CAUSE:

IN-OP.

CORRECTION:

- CHECK POWER AT HEADLIGHT.
- NO POWER FOUND.
- TRACE THROUGH WIRING TO LOCATE BREAK IN WIRE AND REPAIR WIRING.
- REPLACE BURNT OUT LIGHT BULB.
- INSTALL NEW PLATELIGHT.

Q194053	Bulb,	3	1.25	3.75
	OEM Mack-Genuine 53 Bulb			
Q737660691	Lamp,	1 N	21.82	21.82
	OEM Mack/Grote-Genuine MicroNova			
	Multi-Volt LED License Lamp			
Q85106390	Bulb,	1	18.69	18.69
	OEM Mack-Genuine Halogen 9005 12V Bulb			
	PARTS			44.26
	LABOR			555.00
1031307	SEGMENT TOTAL==>			599.26

CONTINUED ON PAGE 05

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R. _____ M. _____, I hereby certify the	
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	102-EL3 BUS	R		
SEGMENT# 7 S 02613 NA	05/03/24	07/17/24		
REPAIR DAMAGED MUD FLAPS ON BUS AS REQUIRED, SAFETY # 41				
<u>COMPLAINT:</u>				
RIGHT STEER AXLE FLAP TORN - REPLACE				
SECURE LOOSE LEFT STEER MUD FLAP				
SECURE LOOSELEFT REAR MUD FLAP				
<u>CORRECTION:</u>				
-SECURED THE LH STEER MUDFLAP IN PLACE. HAD TO DRILL OUT				
THE MOUNTING HOLES BEFORE INSTALLING THE SELF TAPPERS (SELF				
TAPPERS WERE UNABLE TO DRILL THERE OWN HOLES)				
-REMOVED THE LH REAR MUDFLAP AS IT WAS RIPPED. CUT A NEW				
ONE TO SIZE AND INSTALLED ON THE UNIT				
-REMOVED THE RH STEER MUDFLAP AND CUT A NEW ONE TO SIZE.				
INSTALLED THE MUDFLAP ON THE UNIT				
562.112430	Flap,	1	31.18	31.18
	Automann-Genuine 24" X 30" X 1/2"			
	Rubber Material Black Mud Flap			
		PARTS		31.18
		LABOR		277.50
1031307		SEGMENT TOTAL==>		308.68

SEGMENT# 9 S 02613 NA 05/03/24 08/21/24
REPLACE REAR ENGINE DOOR SUPPORTS AND LOCKS. SAFETY # 46
COMPLAINT:
CORRECTION:
-R&R THE LH SHOCK ON THE REAR ENGINE DOOR. SHOCK WAS NOT
SUPPORTING THE HOOD, REALISED THE HOOD REQUIRED 2 SHOCKS
FOR SUPPORT BUT THE RH UPPER MOUNT WAS BROKEN OFF THE DOOR
AND WOULD NEED A NEW ONE WELDED ON

CONTINUED ON PAGE 06

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SERVICE PRELIMINARY

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		

-MEASURED WHERE THE RH HOOD SHOCK MOUNT WAS LOCATED ON THE HOOD ASSEMBLY AND RECORDED THE MEASUREMENTS.
-CUT OFF THE BROKE SHOCK MOUNT FROM THE DOOR STRUCTURE AND CLEANED UP THE AREA FOR WELDING THE NEW MOUNT TO.
-TRACED THE LH HOOD SIDE SHOCK MOUNT ONTO A PIECE OF CARDBOARD.
-TRANSFERED THE DRAWING TO A PIECE OF 1/4" THICK ALUMINUM.
-CUT OUT THE NEW MOUNT AND TRIMMED IT TO THE CORRECT SIZE.
-MARKED AND DRILLED THE MOUNTING HOLE FOR THE BALL STUD (WHAT THE SHOCK SECURES TO). AND CLEANED UP ALL THE EDGES.
-MARKED THE HOOD FOR POSITIONING WITH THE MEASUREMENTS PREVIOUSLY TAKEN.
-DISCONNECTED THE BATTERIES IN THE BUS
-WELDED THE NEW SHOCK MOUNT TO THE HOOD. INSTALLED THE BALL MOUNT TO THE WELDED PLATE AND INSTALLED THE NEW RH HOOD SHOCK.
-OPENED AND CLOSED THE HOOD TO VERIFY THAT THE POSITIONING OF THE MOUNT WAS CORRECT. HOOD OPENS AND CLOSES NICELY. HOOD IS NOW ALSO ABLE TO STAY OPEN BY ITSELF
-INSPECTED THE REAR DOOR LOCKS AND FOUND THAT THE RH ROD FROM THE RELEASE TO THE LOCK WAS NO LONGER CONNECTED TO THE CAM PLATE AS THE PLASTIC ROD LOCK WAS BROKEN OFF.
-NEW CAM PLATE WAS ORDERED SO I REPLACED THE CAM PLATE AND MOUNTING BOLT.
-RECIEVED 2 PLASTIC LOCKS FOR THE RODS TO ATTACH TO THE CAM PLATE AND INSTALLED THEM IN THE CAM. REINSTALLED THE DOOR LOCK RODS.
-CLOSED THE DOOR AND OPENED IT TO ENSURE THE LOCKS WOULD OPEN. BOTH REAR DOOR LOCKS NOW OPEN TOGETHER NOW.

DYE66535

Pin,

2

4.10

8.20

CONTINUED ON PAGE 07

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Q23675153	Retainer,	2	8.47	16.94
	OEM Mack-Genuine Retainer			
03-31-1109	Release,	1 N	24.55	24.55
3L-31-1047	Stud,Ball	2 N	5.50	11.00
3L-31-948	Shock,	2 N	140.91	281.82
	PARTS			342.51
	LABOR			647.50
1031307	SEGMENT TOTAL==>			990.01

SEGMENT#10 S 02613 NA 05/03/24 08/21/24
REPLACE BATTERY DOOR SUPPORTS, INSTALL MISSING HOLD DOWN

COMPLAINT:

SAFETY # 46-49

CORRECTION:

- R&R THE BATTERY DOOR SHOCKS. NEW SHOCKS ARE UNABLE TO SUPPORT THE WEIGHT OF THE DOOR AS IT KEEPS TRYING TO CLOSE
- BATTERY HOLD DOWN IS NO LONGER AVAILABLE.
- INSPECTED A TRANSIT BUS AND FOUND THAT THEY HAD A BLOCK BETWEEN THE 2 BATTERIES WITH HOLD DOWN "EARS" ON EITHER SIDE OF THE MAIN BLOCK AND WERE SECURED THROUGH THE BOTTOM OF THE TRAY.
- MEASURED THE SPACE BETWEEN THE BATTERIES TO SEE HOW WIDE OF A CENTER BAR I WOULD NEED. CUT A PIECE OF TUBING TO LENGTH.
- MEASURED, MARKED AND DRILLED OUT THE MOUNTING HOLES FOR THE MAIN BODY.
- CUT A COUPLE PIECES OF FLAT BAR TO LENGTH. MEASURED WERE THEY WOULD NEED TO SIT ON THE BATTERY TOPS AND MARKED THE MAIN TUBE THAT I HAD CUT FOR PLACEMENT.
- WELDED THE FLAT BAR TO THE TUBE AS HOLD DOWN "EARS"

CONTINUED ON PAGE 08

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306.721.2666
800.667.7710

ESTEVAN	306.634.4788	SWIFT CURRENT	306.773.2951
LLOYDMINSTER	306.825.3434	SASKATOON	306.934.3555
MELFORT	306.752.2273	HUMBOLDT	306.682.9920
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SERVICE PRELIMINARY

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		

- PAINTED THE NEW BATTERY HOLD DOWN.
- CUT A COUPLE PIECES OF READY ROD TO LENGTH FOR THE HOLD DOWN BOLTS AND WELDED NUTS TO 1 END OF EACH. PAINTED THE WELDED ENDS.
- INSTALLED THE NEW BATTERY HOLD DOWN AND HOLD DOWN BOLTS. BATTERIES ARE NOW SECURED
- USED A PAIR OF VISE GRIPS ON 1 OF THE BATTERY DOOR SHOCKS TO HOLD IT OPEN AND REMOVED THE 2ND NEW SHOCK. (SHOCKS WERE NOT HOLDING THE DOOR, NEW SHOCKS HAD NO LOCKS ON THEM).
- DISSASSEMBLED 1 OF THE OLD SHOCKS TO USE THE LOCKING BAR THAT WAS PART OF IT.
- DISSASSEMBLED THE 1 NEW SHOCK AND INSPECTED THE 2 SHOCKS SIDE BY SIDE. THE OLD LOCKING BAR AND WOULD NEED TO BE MODIFIED TO FIT THE NEW SHOCK.
- DRILLED OUT THE MOUNTING HOLE IN THE LOCK BAR SO THE NEW SHOCK ROD WOULD FIT THROUGH IT.
- HAD TO SLIGHTLY GRIND DOWN THE END OF THE NEW SHOCKS ROD SO THAT THE LOCKING BAR WOULD SLID FAR ENOUGH PAST THE THREADS TO ATTACH THE MOUNTING HEAD BACK TO THE SHOCK.
- ASSEMBLED THE NEW SHOCK AND VERIFIED IT WOULD WORK.
- REMOVED THE SHOCK AGAIN. REDISASSEMBLED AND PAINTED ALL AREAS THAT I HAD TO MODIFY SO THE BARE METAL WAS NOT EXPOSED.
- REASSEMBLED AND INSTALLED THE NEW MODIFIED SHOCK.
- THE BATTERY DOOR NOW HOLDS ITSELF OPEN

3L-31-948	Shock,	2 N	140.91	281.82
			PARTS	281.82
			LABOR	740.00
1031307		SEGMENT TOTAL==>		1021.82

CONTINUED ON PAGE 09

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SIGNATURE: _____ DATE: _____

PRINT NAME: _____ GST #834643868

Farm Customers Only	
Land Description Sec	Twsp
R _____ M _____, I hereby certify the goods listed on this invoice will be used solely in the operation of my farm.	
Date _____	
Authorized Farm Signature _____	

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SERVICE PRELIMINARY

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056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		

- ATTEMPT TO BACK OFF CALIPER.
- FOUND ADJUSTER SEIZED.
- ATTEMPT TO REMOVE CLEVIS PIN.
- FOUND SEIZED.
- HAD TO HEAT CLEVIS PIN TO REMOVE IT.
- REMOVE ABS SENSOR AND BRAKE POT.
- REMOVE BRAKE PAD MOUNTING HARDWARE.
- REMOVE CALIPER MOUNTING BOLTS.
- ATTEMPT TO REMOVE CALIPER.
- BRAKE PADS WEAR BELOW ROTOR SURFACE.
- HAD TO CHISEL BRAKE LINING TO REMOVE BRAKE PADS.
- REMOVE CALIPER.
- SEND IT OUT FOR OVERHAUL.
- REMOVE HUB CAP AND RETAINERS.
- REMOVE HUB ASSY.
- ATTEMPT TO REMOVE ROTOR MOUNTING BOLTS.
- FOUND RUSTED BADLY AND ALLAN HEADS ROUNDING OFF.
- SEND OUT HUB ASSY FOR REMOVAL.
- REMOVE WHEEL SEAL AND BEARING.
- CLEAN AND INSPECT HUB AND BEARINGS.
- ALL FOUND OK.
- INSTALL INNER BEARING AND WHEEL SEAL.
- INSTALL NEW ROTOR AND NEW MOUNTING BOLTS.
- INSTALL HUB ASSY.
- INSTALL OUTER BEARING AND RETAINERS.
- INSTALL HUB CAP.
- INSTALL CALIPER.
- INSTALL RETAINER BRACKETS ON BRAKE PADS.
- INSTALL BRAKE PADS.
- CLEAN CLEVIS PIN AND CLEVISES.

CONTINUED ON PAGE 12

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SERVICE PRELIMINARY

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056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		

- BACK OFF CALIPER.
- REMOVE BRAKE PAD HOLD DOWN HARDWARE.
- REMOVE BRAKE PADS.
- ATTEMPT TO REMOVE CLEVIS PIN.
- FOUND SEIZED.
- HAD TO HEAT CLEVIS TO REMOVE PIN.
- REMOVE BRAKE POT.
- REMOVE CALIPER MOUNTING BOLTS AND CALIPER.
- SEND OUT CALIPER FOR OVERHAUL.
- REMOVE AXLE AND RETAINERS.
- REMOVE HUB ASSY.
- HAD TO CLEAN OUT SILICONE FROM BOLT HEADS.
- HAD TO HEAT ROTOR MOUNTING BOLTS TO REMOVE THEM.
- REMOVE WHEEL SEAL AND INNER BEARING.
- CLEAN BEARINGS AND HUB.
- INSPECT BEARINGS AND RACES.
- ALL FOUND OK.
- INSTALL NEW ROTOR AND NEW MOUNTING BOLTS.
- INSTALL INNER BEARING AND WHEEL SEAL.
- INSTALL HUB ASSY.
- INSTALL OUTER BEARING AND RETAINERS.
- CLEAN AND INSTALL AXLE.
- FILL HUB WITH OIL.
- CLEAN CLEVISES.
- INSTALL CALIPER.
- INSTALL HARDWARE ON BRAKE PADS.
- INSTALL BRAKE PADS AND HOLD DOWN HARDWARE.
- INSTALL BRAKE POR AND CLEVIS PIN.
- INSTALL ABS SENSOR.
- ADJUST CALIPER.

CONTINUED ON PAGE 14

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	102-EL3 BUS	R		
FPKLRG630WCX	Caliper,DLISA	1 N	1968.75	1968.75
FPKLRG631WCX	Caliper,DLISA	1 N	1968.75	1968.75
FRT	Freight Charge	1	130.00	130.00
PE1312	Pad,Brake	1 N	198.75	198.75
Q823519X1084	Pin,	3	3.50	10.50
	OEM Mack/Meritor-Genuine 1/2" Clevis Pin			
100.A1690.34	Wear Indicator	2 N	31.01	62.02
	Automann-Genuine Wear Indicator			
15-02-1009	Screw,	20 N	38.78	775.60
15-02-1010	Rotor,	2 N	617.35	1234.70
15-02-1012	Seal,	2 N	138.70	277.40
	PARTS			6626.47
	LABOR			2220.00
1031307	SEGMENT TOTAL==>			8846.47

SEGMENT#15 S 01722 NA 05/03/24 07/15/24
REPAIR / REPLACE BOTH STEER AXLE BRAKE CALIPERS, SAFETY # 54

COMPLAINT:

CAUSE:

LOOSE ANCHOR BUSHINGS.

CORRECTION:

- ATTEMPT TO BACK OFF CALIPER.
- FOUND SEIZED.
- HAD HARD TIME TO REMOVE BRAKE PADS.
- REMOVE HOLD DOWN HARDWARE.
- REMOVE BRAKE POT.
- REMOVE CALIPER MOUNTING BOLTS.
- REMOVE BOTH CALIPERS.
- INSTALL NEW CALIPERS AND BRAKE PADS.

CONTINUED ON PAGE 15

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056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		
- INSTALL BRAKE POT.				
- ADJUST CALIPER.				
FPKLRG630WCX	Caliper,DLISA	1 N	1968.75	1968.75
FPKLRG631WCX	Caliper,DLISA	1 N	1968.75	1968.75
FRT	Freight Charge	1	130.00	130.00
PE1312	Pad,Brake	1 N	198.75	198.75
100.A1690.34	Wear Indicator	2 N	31.01	62.02
Automann-Genuine Wear Indicator				
PARTS				4328.27
LABOR				1110.00
1031307	SEGMENT TOTAL==>			5438.27

SEGMENT#16 S 02613 NA 05/03/24 07/15/24

REPLACE RIGHT SHOCK ON TAG AXLE, SAFETY # 62

COMPLAINT:

CORRECTION:

-UNBOLTED AND REMOVED THE RH TAG AXLE SHOCK TO GIVE TO

PARTS

**AUG. 20, 2024

-RECIEVED AND INSTALLED THE NEW RH REAR TAG AXLE SHOCK

A85341	Shock,	1 N	129.43	129.43
Automann-Genuine Shock Absorber				
FRT	Freight Charge	1	30.00	30.00
PARTS				159.43
LABOR				92.50
1031307	SEGMENT TOTAL==>			251.93

SEGMENT#17 S 02613 NA 05/03/24 07/15/24

REPLACE REAR SWAY BAR BUSHINGS & LINKS, SAFETY # 62

CONTINUED ON PAGE 16

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SERVICE PRELIMINARY

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		

COMPLAINT:

CORRECTION:

- TRIED TO UNBOLT BOTH SWAY BAR END LINKS. END LINK NUTS WERE SEIZED TO THE ROD. UNIT HAD NO ROOM TO REMOVE THE ROD OUT OF THE TOP SIDE OF THE UPPER MOUNTS. TRIED TO HEAT THE LH UPPER NUT AND UNBOLT FROM THE BOTTOM. NUT STARTED TO COME LOOSE AND THEN THE THREADS GAVE OUT AND THE NUT STARTED TO SPIN IN ITS SPOT ON THE ROD WITHOUT BEING ABLE TO LOOSEN OR TIGHTEN.
- CUT THE LH SWAY BAR END LINK BELOW THE UPPER BUSHING AND WAS ABLE TO REMOVE THE SMALLER CUT PART THROUGH THE TOP OF THE UPPER MOUNT.
- HAD TO CUT THE LOWER NUT OFF IN ORDER TO REMOVE THE REST OF THE LH SWAY BAR END LINK.
- HEATED THE RH UPPER SWAY BAR END LINK NUT AND WAS ABLE TO UNBOLT THE NUT FROM THE END LINK.
- LOWERED THE SWAY BAR ENDS DOWN. HAD TO CUT OFF THE LOWER NUT TO REMOVE THE RH END LINK. PLACED THE END LINK TO THE SIDE
- UNBOLTED THE RH SWAY BAR MOUNT. PRIED THE MOUNT OFF THE BUSHING AND REMOVED THE RH SWAY BAR BUSHING TO GIVE TO PARTS TO MATCH UP.
- RH SWAY BAR BUSHING MOUNTING CAP HAD ABOUT 1/4" OF RUST JACKING ON THE INSIDE. SANDBLASTED ALL THE RUST JACKING AWAY AND REPAINTED THE MOUNTING CAP.
- RECIEVED THE SWAY BAR BUSHINGS, ENDLINK BUSHING AND CENTER TUBES
- REMOVED THE RUST JACKING FROM THE MOUNTING CROSSMEMBER WHERE THE BUSHING MOUNTS TO.

CONTINUED ON PAGE 17

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056850 1999 MCI HIGHWAY C 1829589 1M8TRMPAXXP060797

102-EL3 BUS

R

-INSTALLED A NEW SWAY BAR BUSHING ON THE RH SIDE OF THE SWAY BAR AND INSTALLED THE MOUNTING CAP AND NEW BOLTS. SECURED THE SWAY BAR IN PLACE.

-UNBOLTED THE LH SWAY BAR MOUNT AND REMOVED THE OLD BUSHING.

-CLEANED THE RUST JACKING FROM THE CROSS MEMBER

-SANDBLASTED THE LH SWAY BAR BUSHING CAP AND REPAINTED IT AS IT WAS FULL OF RUST JACKING.

-INSTALLED THE NEW LH SWAY BAR BUSHING AND REINSTALLED THE LH SWAY BAR MOUNT.

-SAND BLASTED AND PAINTED THE ENDLINK BUSHING PLATES (ALL WERE

-RECIEVED THE SWAY BAR END LINK RODS AND ASSEMBLED BOTH ENDLINKS ON EITHER SIDE OF THE UNIT, HAD TO PULL THE SWAY BAR UP INTO POSITION AND TORQUED THE END LINKS.

-SWAY BAR BUSHINGS AND ENDLINKS ARE COMPLETE

FRT	Freight Charge	2	25.00	50.00
12-05-1008	Bushing,	2 N	80.45	160.90
12-05-1012	Bushing,	8 N	33.75	270.00
12-05-1035	Link,	2 N	14.45	28.90
12-05-1051	Stud, Sway	2 N	125.50	251.00
12L-3-235	Bushing,	2 N	51.50	103.00
	PARTS			863.80
	LABOR			1110.00
1031307	SEGMENT TOTAL==>			1973.80

SEGMENT#19 5 CUSTO NA 05/03/24 07/17/24

REPLACE TORQUE ARM ON DRIVE AXLE, SAFETY # 62

2.00

COMPLAINT:

CONTINUED ON PAGE 18

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SIGNATURE: _____ DATE: _____

PRINT NAME: _____ GST #834643868

Farm Customers Only	
Land Description Sec. _____	Twsp. _____
R. _____ M. _____, I hereby certify the	
goods listed on this invoice will be used	
solely in the operation of my farm.	
Date _____	
Authorized Farm Signature _____	



Regina, SK
Head Office
Box 32098
10 Redhead Road
S4N 7L2
306.721.2666
800.667.7710

ESTEVAN	306.634.4788	SWIFT CURRENT	306.773.2951
LLOYDMINSTER	306.825.3434	SASKATOON	306.934.3555
MELFORT	306.752.2273	HUMBOLDT	306.682.9920
NORTH BATTLEFORD	306.445.8128	KINISTINO	306.864.3667
PRINCE ALBERT	306.763.6454		

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SERVICE PRELIMINARY

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
056850	1999 MCI HIGHWAY C	1829589	1M8TRMPAXXP060797	
	102-EL3 BUS	R		

CORRECTION:

- LIFTED BUS HIGHER WITH WHEELS OFF TO ACCESS "V" TORQUE ROD UNDER REAR OF BUS.
- UNABLE TO ACCESS BOLTS ON SHORT END WITHOUT REMOVING AIR TANKS FROM UNDER BUS
- USED TORCH AND CUT TORQUE ROD INTO PIECES SO THAT WE COULD ACCESS THE BOLTS AND REMOVE IT.
- ONCE CUT APART WE WERE ABLE TO GET A SOCKET ONTO THE BOLTS AND REMOVED THEM WITH HEAT AND IMPACT
- CLEANED UP MOUNTING LOCATIONS
- HAD 2ND TECH HOLD NEW "V" TORQUE ARM IN PLACE AND GOT NEW BOLTS INSTALLED.
- TORQUED UP MOUNT BOLTS ON ALL 3 ENDS WITH IMPACT GUN
- LOWERED BUS BACK DOWN TO STANDS.

12-05-1211	Link,V	1 N	1773.89	1773.89
			PARTS	1773.89
			LABOR	1110.00
1031307		SEGMENT TOTAL==>		2883.89

SEGMENT#20 5 CUSTO NA	05/03/24 07/15/24	
REPLACE RIGHT REAR AIR RIDE LEVER & SET RIDE HEIGHT.		1.00

COMPLAINT:

SAFETY # 62

FRT	Freight Charge	1	25.00	25.00
12-06-1009	Rod, Level	1 N	29.88	29.88
			PARTS	54.88
			LABOR	138.75
1031307		SEGMENT TOTAL==>		193.63

SEGMENT#21 S 01722 NA	05/03/24 07/16/24
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CONTINUED ON PAGE 19

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056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		

WAS SIEZED TO THE COMPRESSOR. HIT IT WITH MY MALLET A COUPLE OF TIMES TO BRAKE IT FREE. SWUNG THE PUMP OFF TO THE SIDE AND OUT OF THE WAY

-STARTED DISCONNECTING THE AIR AND COOLANT LINES TO THE COMPRESSOR. ALL THE LINE ENDS WERE SIEZED. SPRAYED ALL THE LINE ENDS AND FITTINGS WITH PENETRANT AND STARTED TO SLOWLY WORK THEM FREE UNTIL THE ALL BROKE LOOSE. REMOVED ALL THE LINES AND TUCKED THEM OUT OF THE WAY.

-UNBOLTED AND REMOVED THE REAR COMPRESSOR MOUNT FROM THE COMPRESSOR AND THE ENGINE

-UNBOLTED AND REMOVED THE 5 BOLTS AND 1 NUT SECURING THE COMPRESSOR TO THE ENGINE. COMPRESSOR WAS STUCK IN PLACE. PLACED A PRYBAR BETWEEN THE HEAD OF THE COMPRESSOR AND THE ENGINE AND APPLIED PRESSURE UNTIL THE COMPRESSOR BROKE FREE.

-CRAWLED UNDER THE UNIT AND LIFTED THE COMPRESSOR OUT OF POSITION AND LOWERED IT DOWN TO THE GROUND.

-WASHED OFF THE OLD COMPRESSOR AND GAVE TO PARTS TO HAVE IT MATCHED UP.

-CLEANED UP TOOLS AND PLACED ALL THE REMOVED HARDWARE IN A TRAY

-RECIEVED THE NEW COMPRESSOR

-REMOVED ALL THE OLD FITTINGS AND HOSES (THAT WERE REMOVED WITH COMPRESSOR) OFF THE OLD UNIT. CLEANED ALL THE FITTINGS

-THREAD CHASED SOME OF THE COMPRESSOR FITTING MOUNTING BOLTS AND INSTALLED ALL THE FITTINGS ON THE NEW COMPRESSOR USING THE APROPRIATE GASKET WHERE NEEDED

-R&R THE COOLANT HOSE AS IT MOUNTED BETWEEN THE BLOCK AND THE COMPRESSOR

-CLEANED THE OLD GASKET MATERIAL OFF THE ENGINE AND CLEANED

CONTINUED ON PAGE 21

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	102-EL3 BUS	R		

THE FLANGE

- INSTALLED A NEW GASKET ON THE ENGINE
- INSTALLED THE ADAPTER GEAR ONTO THE GEAR IN THE ENGINE
- LIFTED THE COMPRESSOR INTO PLACE, MADE SURE THE GEARS LINED UP SLID THE COMPRESSOR FLUSH WITH THE ENGINE
- INSTALLED ALL THE MOUNTING BOLTS AND 1 NUT AND TORQUED THEM ALL TO SPEC (43-54 FTLBS)
- TRIMMED THE COOLANT HOSE TO LENGTH AND INSTALLED ON THE RECIEVING FITTING ON THE BLOCK. INSTALLED A NEW HOSE CLAMP AND TIGHTEND
- REINSTALLED THE REAR AIR LINE AND THE OIL LINE
- REINSTALLED THE 2ND COOLANT LINE (HARD LINE)
- REINSTALL THE INTAKE AIR LINE
- CLEANED OFF THE PAINT ON THE BACK OF THE COMPRESSOR HEAD WHERE THE GOV. WAS MOUNTED
- CLEANED THE OLD GASKET OFF THE GOVERNOR AND INSTALLED THE GOV. WITH A NEW GASKET. RECONNECTED THE 2 AIR LINES TO TEH GOV.
- CLEANED THE OLD GASKET OFF THE FUEL PUMP
- INSTALLED THE GEAR ADAPTER ON THE BACK OF THE COMPRESSOR. LIFTED THE FUEL PUMP INTO POSITION AND AND INSTALLED THE FUEL PUMP WITH A NEW GASKET. TORQUED THE PUMP MOUNTING BOLTS TO SPEC
- PLUGGED THE FUEL PUMP BACK IN
- STARTED TO REFILL THE UNIT WITH COOLANT. COOLANT HARDLINE TO THE COMPRESSOR STARTED TO LEAK AT THE COMPRESSOR END AT THE HOSE END CRIMP.
- DRAINED THE COOLANT BACK OUT OF THE UNIT
- DISCONNECTED THE COOLANT LINE AT THE COMPRESSOR. FOUND 2 MOUNTING BOLTS BEHIND THE VIBRATION DAMPNER AND LOOSENED.

CONTINUED ON PAGE 22

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	102-EL3 BUS	R		

BOTH MOUNTING BOLTS WERE TO LONG TO BE REMOVED WITHOUT REMOVING THE DAMPNER. LEAD HAND AND MANAGER SAID TO CUT THE BOLTS TO REMOVE THE LINE

-CUT THE MOUNTING BOLTS HOLDING THE LINE BEHIND THE CRANK
-TRIED TO BRAKE THE LINE END FREE AT THE LOWER LH SIDE OF THE ENGINE BUT THE END WAS SIEZED TO THE FITTING. HAD TO HEAT WITH A TORCH ION ORDER TO BREAK THE LINE FREE.

-HAD TO REMOVE THE LOWER MOUNTING BOLT ON THE PUMP TO THE RIGHT OF THE CRANK IN ORDER TO REMOVE THE LINE.

-REMOVED THE LINE AND GAVE TO PARTS

-RECIEVED THE NEW COMPRESSOR COOLANT LINE AND INSTALLED ON THE UNIT. DID NOT REFILL WITH COOLANT AS THE LINE LOOKS LIKE IT WILL BE IN CONTACT WITH THE VIBRATION DAMPNER.

-MODDIFIED A P-CLAMP TO SECURE THE COOLANT LINE TO THE BLOCK

-REINSTALLED THE BELT GUIDE

-PULLED A VACUUM ON THE UNITS COOLING SYSTEM AND LET IT SIT TO CHECK FOR LEAKS

-UNIT LOST THE VACUUM IN THE COOLANT SYSTEM OVER NIGHT. REPULLED A VACUUM AND SPRAYED AROUND THE SYSTEM TO CHECK FOR LEAKS, FOUND THAT THE SYSTEM WAS LOOSING PRESSURE THROUGH THE COOLANT FILLER ADAPTER. PROCEEDED WITH REFILLING THE UNIT WITH COOLANT.

-REFILLED THE UNIT WITH THE RECOVERED COOLANT. AND TOPPED UP THE SYSTEM WITH 2 1/2 MORE JUGS OF COOLANT.

-PRESSURE TESTED, NO LEAKS FOUND.

BF2-TBR08	Line,Air	1	246.21	246.21
D7455004187C	Core-	1-	981.00	981.00-
EHCANTI	EHC Antifreeze	24	.14	3.36
EHC3.78ANTI	EHC Container	6	.38	2.28

CONTINUED ON PAGE 23

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056850	1999 MCI HIGHWAY C 1829589	1M8TRMPAXXP060797		
	102-EL3 BUS	R		
FRT	Freight Charge	1	25.00	25.00
Q477174055F	Coolant,	6	9.95	59.70
OEM Mack/Prestone-Genuine Command HD				
50/50 Antifreeze 3.78L 6 Per Case				
(Nitrited N-OAT)				
Q7455004187C	Core-Compressor	1 N	981.00	981.00
Q7455004187X	Compress (REMAN)	1 N	1220.25	1220.25
OEM Mack/Bendix-Genuine Re-Manufactured				
Air Compressor				
PARTS				1556.80
LABOR				2220.00
1031307	SEGMENT TOTAL==>			3776.80

SEGMENT#24 5 CUSTO NA 05/03/24 07/10/24
GET BUS STARTED & MOVED INTO THE SHOP, CHECK BATTERIES 1.00

CAUSE:

NO START.

CORRECTION:

- CHARGE BATTERIES.
- PRIME SUEL SYSTEM.
- HAD HARD TIME TO GET ENGINE STARTED.
- START ENGINE.
- DRIVE BUS INTO SHOP.
- DISCONNECTED AND LOAD TESTED BOTH BATTERIES. BOTH BATTERIES ARE IN NEED OF REPLACEMENT. INITIAL VOLTAGE WAS 10V ON 1 BATTERY AND 9V ON THE OTHER. BOTH DROPPED DOWN TO 5V WITH LITTLE TO NO AMPS APPLIED TO THE BATTERIES.
- INFORMED THE LEAD AND TOLD TO REPLACE. ORDERED 2 NEW BATTERIES
- DISCONNECTED THE BATTERIES

CONTINUED ON PAGE 24

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	102-EL3 BUS	R		
-REMOVED 1 BATTERY AND GAVE TO PARTS TO MATCH UP AS PER LEAD				
-RECIEVED AND INSTALLED 2 NEW 8D BATTERIES IN THE UNIT.				
CLEANED THE CABLES AND RECONNECTED THE BATTERIES.				
-PLACED BOTH OLD BATTERIES IN THE CORE BIN				
E8DC	Battery,	2	400.79	801.58
	OEM CNH-Genuine (Batteries) Wet Battery			
SCRP8	Core-Battery		69.60	139.20
SCRP8	Core-Battery	2-	69.60	139.20-
	OEM CNH-Genuine Battery Core 4.0 Units			
	PARTS			801.58
	LABOR			370.00
1031307	SEGMENT TOTAL==>			1171.58

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

PARTS	27506.17
LABOR	14744.50
SHOP SUPPLIES	1218.78
SUB TOTAL==>	43469.45
GST 5% 83464 3868	2173.55
SASKATCHEWAN PST 6%	2571.05
Less Deposit	15000.00-
TOTAL	33214.05

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