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BW-8479

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DATE	CUSTOMER ORDER NO.	DATE IN SERVICE	ENGINE MODEL	PUMP NO.	EQUIPMENT MAKE
24-MAR-2023		30-SEP-2007	ISL CM2150		TRAVEL SUPREME
CUSTOMER NO.	**SHIP VIA**	**FAIL DATE**	**ENGINE SERIAL NO.**	**CPL NO.**	**EQUIPMENT MODEL**
3202087		20-SEP-2022	46764839		INSIGNIA
REF. NO.	**SALESPERSON**	**PARTS DISP.**	**MILEAGE/HOURS**	**PUMP CODE**	**UNIT NO.**
197892	MR439		45173 / 0		TRAVEL SUPREME

QUANTITY ORDERED	BACK ORDERED	QUANTITY SHIPPED	PART NUMBER	DESCRIPTION	PRODUCT CODE	UNIT PRICE	AMOUNT

OSN/MSN/VIN 4VZBT1D928C062975

COMPLAINT

SYMPTOMS: UNIT HAS HIGH CRANKCASE PRESSURE AND LOW OIL PRESSURE CODES.

PERFORM GOVERNMENT SAFETY INSPECTION

CAUSE

- HIGH BLOW BY, PISTON RING BROKEN
- HYDRAULIC FITTINGS LEAKING
- DRIVER SIDE LOW BEAM NOT INSTALLED, HANGING INSIDE THE RV BODY
- REAR TOP MARKER LIGHT NOT WORKING, WIRING TO IT CHAFED
- ALL FRONT CENTER MARKER LIGHTS NOT WORKING
- BOTH STEER AXLE SHOCK ABSORBERS LEAKING OIL
- LEFT SIDE PANEL LATCH NOT HOLDING THE DOOR CLOSED
- WIPER ARM ASSEMBLY MALFUNCTIONING

CORRECTION

RETRIEVE UNIT IN YARD AND BACK INTO STALL USING SPOTTER. TRIED TO LOCATE REMOTE FOR MOTORCYCLE LIFT AT THE REAR OF UNIT BACK COULD NOT FIND IT.
JSA ON ANVL. HOOK UP TO UNIT WITH INSITE AND PRINT OUT FAULTS. SEND FAULTS TO GUIDANZ. START TROUBLESHOOTING FAULT CODE 415. NO PRIMARY CODES PRESENT. OIL LEVEL IS CORRECT. NO OIL CONTAMINATION. AT IDLE, MASTER GAUGE SHOWS 35 PSI AND INSITE SHOWS 38 PSI. AT HIGH IDLE, MASTER GAUGE SHOWS 52 PSI AND INSITE SHOWS 55 PSI. CHECK PRESSURE DROP ACROSS OIL FILTER, FOUND DROP TO BE 42 PSI. A PLUGGED OIL FILTER IS THE CAUSE. TROUBLESHOOT FAULT CODE 556. NO PRIMARY CODES PRESENT. OIL LEVEL IS GOOD AND NO CONTAMINATION FOUND. BREATHER TUBE IS CLEAR. CRANKCASE PRESSURE READING ON INSITE WITH ENGINE OFF IS 0.1 IN/H2O. CRANKCASE PRESSURE DOING STALL TEST GOES WELL OVER 30 IN/H2O BLOWBY. INSTALL BYPASS ON TURBO, NO CHANGE DURING STALL TEST. BYPASS AIR COMPRESSOR, NO CHANGE DURING STALL TEST, OVER 30 IN/H2O. PROBLEM IS INTERNAL ON ENGINE.
JSA/ BROUGHT THE UNIT INSIDE THE SHOP, LOOKED FOR SWITCH TO EXTEND THE SLIDE OUT TO ACCESS THE TOP OF ENGINE. FOUND THE SWITCH BUT SLIDE-OUT IS NOT WORKING. ASK SUPERVISOR TO CALL CUSTOMER TO SEE IF THEY KNOW HOW TO GET IT WORKING. STARTED LOOKING INTO HOW TO REMOVE THE REAR MOTORCYCLE RACK. DISCONNECTED THE ELECTRICAL

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CONNECTION, HYDRAULIC HOSES BUT WHEN STARTED TO REMOVE THE RACK FRAME, NOTICE THAT RACK IS WELDED TO FRAME. HAVE TO WORK AROUND THE RACK. BROUGHT OVER LIFTING CRANE, DRAIN THE COOLANT, HYDRAULIC FLUID, EVAC THE AC SYSTEM. REMOVED CAC PIPE, AC CONDENSER HOSES. DUE TO ZERO TO NONE ACCESS IN RV ENGINE COMPARTMENT, THE WHOLE COOLING PACKAGE NEED TO BE REMOVED FROM THE UNIT. REMOVED TRANSMISSION COOLER, COOLING PACKAGE SUPPORT. RIGHT SIDE RAD SUPPORT WAS BROKEN PREVIOUSLY AND WAS REPAIRED BY WELDING TO FRAME. HAD TO CUT THE WELD OFF, REMOVE RAD SUPPORT FROM FRAME. LIFTED THE WHOLE RV UP IN THE AIR, PLACED TRANSMISSION JACK UNDER THE RAD AND SLOWLY LOWERED THE RAD TO GROUND. ITS WAS EXTREMELY HARD TO GET TO RAD MOUNTS BOLTS AND REMOVE THE COOLING PACKAGE. DISMANTLE THE COOLING PACKAGE AND SEND TO CAC FOR CLEANING. ONCE CAC BACK, REASSEMBLE THE COOLING PACKAGE. TOOK APPROXIMATELY 8 HRS TO REMOVE. DISCONNECT TURBO OUTLET PIPE, EXHAUST PIPE HANGER, EXHAUST SUPPORT BRACKET AND DISCONNECTED EXHAUST PIPE FROM A/T SYSTEM. REMOVED LOWER COOLANT HOSE, ALTERNATOR CABLE, ALTERNATOR SUPPORT BRACKET AND ALTERNATOR. TURBO DRAIN LINE, TURBO INLET PIPE, DISCONNECTED TURBO SPEED SENSOR AND VGT ACTUATOR ELECTRICAL CONNECTION. STARTED TO REMOVE THE TURBO MOUNTING BOLT BUT ALL BOLTS ARE SEIZED. BROUGHT OVER BLOW TORCH AND APPLIED HEAT TO BOLTS AND REMOVED THE BOLTS.
JSA/ REMOVED TURBO FROM THE UNIT. REMOVED OEM FUEL LINES, COMPRESSOR DISCHARGE LINES, POWER STEERING HOSE, (MOST OF GEAR CLAMPS IN THE UNIT WERE RUSTED AND BROKE UPON REMOVABLE. REMOVED STARTER CABLES, STARTER, OEM HARNESS AND COMPRESSOR IN ORDER TO GET ENGINE PAST THE FRONT CROSS MEMBER. REMOVED FAN HUB, WATER PUMP, THERMOSTAT HOUSING, LOWER COOLANT ADAPTER AND FUEL FILTERS FROM THE ENGINE. NEXT DISCONNECTED TRANSMISSION FILL TUBE, ELECTRICAL HARNESS AND TRANSMISSION SUPPORT BRACKET. REMOVED DRIVELINE. BROUGHT AN ENGINE STAND OVER TO THE BAY AND PLACED UNDER THE ENGINE BUT NOTICE STAND DOES NOT FIT IN THE FRAME DUE TO RV DESIGN. LOOKED ALL OVER THE SHOP FOR BETTER FIT STAND BUT NO

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LUCK. NOTIFIED SUPERVISOR, HE ADVISED ME TO MODIFY THE STAND TO FIT UNDER THE CHASSIS FRAME. PLACED MODIFIED STAND UNDER THE ENGINE. REMOVED FRONT AND REAR ENGINE MOUNTS, LIFTED THE BUS IN THE AIR BUT NOTICED IT IS IMPOSSIBLE FOR THE ENGINE TO PASS THE FRONT CROSS MEMBER, REMOVED FRONT CROSS MEMBER, GETTING TO CROSS MEMBER MOUNTING BOLTS WERE DIFFICULT. TOOK 2 HRS TO REMOVE THE MEMBER. WAS FINALLY ABLE TO FREE THE ENGINE FROM THE CHASSIS, BUT ENGINE IS STILL UNDER THE RV, HAD TO USE FORKLIFT TO PULL THE ENGINE FROM UNDER THE RV.
REMOVED VALVE COVER, ROCKER LEVER HOUSING, ROCKER LEVERS, FUEL CONNECTORS, FUEL INJECTORS, FUEL RAIL FILTER HOUSING MOUNT, REAR FUEL LINE, EGR COOLER BRACKET, REMOVED CYLINDER HEAD, FOUND THAT #2 HAS LINER DAMAGE AND IS SCORED, THE ENGINES' FRONT AND REAR STRUCTURES LEAKING, TURBO OIL RETURN LINE TO THE BLOCK IS LEAKING, OIL COOLER LEAKING AND OIL DIPSTICK TUBE LEAKING AT THE BLOCK. STRIP THE HOT AND COLD SIDE OFF THE BLOCK AND PLACED BLOCK ON ENGINE STAND.
REMOVED OIL PAN, REMOVED OIL PICK UP TUBE, PISTON COOLING NOZZLES, PISTON AND CONNECTING ROD ASSEMBLIES, NOTE PISTON NUMBER ONE TOP RING WAS BROKEN. THAT WAS THE CAUSE OF THE HIGH BLOWBY. MEASURED LINER PROTRUSION, FOUND THAT ALL LINERS ARE LOW RANGING FROM- .001 TO .001 ON ALL LINERS, SPEC IS .001, REMOVED LINERS AND INSPECTED COUNTER BORES, VERY SMALL AMOUNT OF FRETTING SEEN, COUNTER BORES WILL NEED TO BE CUT, INSPECTED OIL PAN FOR METAL, NO METAL, INSPECTED PISTON COOLING NOZZLES FOR DAMAGE OR MISALIGNMENT, NOTHING FOUND. CONNECTING RODS LOOKED OK AS WELL, SO NO METAL WENT THROUGH THE ENGINE. CLEANED UP AREA AND QUOTED REMAINING NEEDED PARTS. STRIP THE BLOCK COMPLETELY. BLOCK IS READY TO BE SEND OUT FOR FLUSHING. JSA/LINER SHIMS CAME IN/SET UP COUNTERBORE TOOL WITH PROPER MOUNT PLATE AND CUTTER PLATE/LOOKED AT PROTRUSION SHEET AND CHECKED HEAD GASKET AS THE PROTRUSION IS NEGATIVE IN LOTS OF PLACES/NO SIGNS OF BLOWN HEAD GASKET ON GASKET/FOUND NEW LINERS AND UNBOXED ONE AND INSTALLED AND CHECKED PROTRUSION ON #1/PULLED LINER AND SET UP

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TOOL TO CUT/CUT BORES FOR 0.010 SHIM AND THEN AT #5, THE CUT WENT TOO DEEP, RECORDED ALL SPECS ONTO SHEET AND THEN STARTED TO CUT SO THAT WE COULD USE A 0.015' SHIM/1,2,3 AND 6 ARE ALL RECUT AND WITHIN SPEC NOW/CUT WHAT NEEDED TO BE CUT ON 4 AND 5 BUT THE PROTRUSION WENT UP WHEN I CHECKED IT AGAIN, PULLED LINERS, SEND BLOCK OUT FOR FLUSHING/INSTALLED LIFTING BRACKETS ONTO BLOCK AND GOT OFF THE ENGINE STAND AND PLACED ON A WOODEN PALLET/CLEANED UP, LEFT COUNTERBORE TOOLS ASSEMBLED AS WE MAY NEED TO CUT AGAIN/CLEANED UP AND CLOCKED OFF.
JSA/ GOT BLOCK BACK FROM MACHINE SHOP, REMOVED PLUGS FROM OIL DRILLINGS. INSTALLED ROTATOR BRACKET ON THE BLOCK, LIFTED BLOCK WITH CRANE AND PLACED ON TO THE ROTATOR. UNWRAP THE CRANK. CLEAN AND PLACED NEW MAIN BEARINGS WITH ASSEMBLY LUBE ON THE BLOCK. LIFTED THE CRANK WITH STRAPS AND PLACED ON TO THE BLOCK. INSTALLED THRUST BEARINGS IN THE NUMBER FOUR MAIN BEARING CAP. INSTALLED MAIN CAPS ONTO THE BLOCK AND TORQUE TO [47 FT-LB] THEN TURN THE CRANK, CRANK TURNS FREELY. TORQUE TO MAIN CAP TO 125FTLB THEN LOOSEN ALL. THEN TIGHTEN TO 37 FT-LB THEN 120 DEG TURN. MACHINE SHOP HAS REMOVED ALL THE CAMSHAFT BEARINGS AND BLOCK FROST PLUGS. ALL NEW CAM BEARINGS AND BLOCK FROST PLUGGED ARE NEEDED. GOT NEW CAM BEARINGS AND INSTALLED ONTO THE BLOCK WITH CAM INSTALLER TOOL.
INSTALLED ALL NEW FROST PLUGS THE BLOCK. INSTALLED ALL NEW LINERS, DISSEMBLE ALL 6-CONNECTING RODS FROM THE PISTONS AND ASSEMBLE NEW PISTONS WITH NEW SNAP RINGS INTO PISTON PIN BORES OF EACH PISTON WITH THE GAP OF THE SNAP RING AT THE TOP OF THE PISTON PIN BORES. ROTATED THE CRANKSHAFT SO THE CONNECTING ROD JOURNAL OF THE CONNECTING ROD BEING INSTALLED IS AT BOTTOM DEAD CENTER. INSTALLED RINGS ONTO THE PISTON GROVES WITH RINGS BEING 180 DEGREES FROM EACH RING. NEXT IMMERSE THE PISTONS INTO A CONTAINER OF CLEAN ENGINE OIL. USED PISTON RINGS COMPRESSOR TOOL TO COMPRESS THE RINGS. INSTALLED UPPER BEARINGS ON THE CONNECTING RODS AND APPLIED ASSEMBLY LUBE ONTO THE BEARING. INSTALLED PISTONS ONTO THE BLOCK. INSTALLED LOWER BEARINGS INTO THE CONNECTING ROD CAP AND APPLIED

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ASSEMBLY LUBE. INSTALLED THE ROD CAP ON THE CONNECTING ROD AND TORQUE TO 1ST 44 FT-LB THEN LOOSEN ALL, THEN TOO 52 FT-LB THEN 60 DEG. ALIGNED AND INSTALLED THE PISTON COOLING NOZZLES AND TORQUE THE CAP SCREWS TO 24FTLB.
INSTALLED FLYWHEEL HOUSING WITH NEW GASKET AND TORQUE TO SPEC.
INSTALLED NEW REAR MAIN SEAL, FLYWHEEL AND TORQUE TO SPEC.
INSTALLED FLYWHEEL HOUSING WITH NEW GASKET AND TORQUE TO SPEC.
INSTALLED NEW REAR MAIN SEAL, FLYWHEEL AND TORQUE TO SPEC.
INSTALLED FRONT GEAR HOUSING WITH NEW GASKET AND TORQUE TO SPEC.
INSTALLED CAMSHAFT. TOOK THE NEW CYLINDER HEAD OUT OF THE BOX AND INSTALLED LIFTING CHAINS. CLEAN BLOCK DECK AREA, REMOVED OIL BLOCK PLUGS, INSTALLED NEW CYLINDER HEAD GASKET AND SLOWLY PLACED THE CYLINDER HEAD ONTO THE BLOCK. INSTALLED ALL HEAD CAP SCREWS . BLOCK SERIAL NUMBER IS OLDER THEN 9826882, SO TORQUED THE HEAD BOLT TO 1ST 47 FT-LB THEN 111 FT-LB THEN LOOSEN ALL , THEN 85 FT-LB THEN 85 FT-LB AGAIN THEN 120 DEG TURN.
CLEANED THE OIL COOLER COVER AND INSTALLED A NEW OIL COOLER WITH NEW GASKETS, TORQUED TO SPEC, INSTALLED BLOCK FITTINGS, EGR COOLER FITTINGS AND HOSES, SENSORS ETC. NEW OIL FILTER, LOWER WATER CONNECTION, PULLEY, BELT TENSIONER , WATER PUMP WITH NEW O-RING, EGR COOLER MOUNT, EXHAUST MANIFOLD AND EGR COOLER. CLEANED, INSPECTED, AND INSTALLED ROCKERS, PUSH TUBES, AND PERFORMED VALVE SET. INSTALLED ENGINE BRAKES. INSTALLED NEW INJECTORS, CONNECTION TUBES, FUEL RAIL, HIGH PRESSURE FUEL LINES. PUT NEW ROCKER COVER GASKET ON AND INSTALLED THE ROCKER COVER. INSTALLED NEW CCV FILTER HOUSING AND NEW ELEMENT, EGR VALVE, EGR CROSSOVER, FAN HUB. INSTALLED ECM, ENGINE HARNESS, HP FUEL PUMP WITH NEW GASKET, COMPRESSOR WITH NEW GASKET. INSTALLED ACCESSORY HYDRAULIC PUMP WITH NEW GASKET, STARTER AND ENGINE MOUNTS.
JSA/ TOOK THE ENGINE OVER TO PG AREA, WHERE THE BUS IS. GOT MOBILE LIFTS AND LIFTED THE UNIT UP IN THE AIR. SLIDE THE NEW REBUILT ENGINE UNDER THE UNIT. SLOWLY LOWERED THE UNIT ON THE ENGINE, AFTER MANEUVERING ENGINE BACK AND FORTH WAS FINALLY ABLE TO PLACE

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ENGINE BACK INTO THE CHASSIS AND INSTALLED FRONT AND REAR ENGINE MOUNTS, TORQUED TO SPEC. NEXT INSTALLED REAR CROSS MEMBER, WHICH WAS PREVIOUSLY REMOVED TO REMOVE THE ENGINE.
INSTALLED STUDS ON NEW TURBO AND INSTALLED THE NEW TURBO ONTO THE UNIT WITH NEW GASKETS. RECONNECTED ALL THE COOLANT LINES, VENT LINES, LOWER COOLANT ADAPTER PIPE, UPPER ADAPTER PIPE WITH NEW THERMOSTAT IN IT. RECONNECTED HEATER CORE COOLANT FEED AND RETURN HOSES. INSTALLED TRANSMISSION AND TORQUED BELL HOUSING BOLT TO 55 FT-LB. INSTALLED DRIVELINE, CONNECTED TRANSMISSION HARNESS, AND SECURED IT WITH ZIP TIES. INSTALLED VGT ACTUATOR AND WENT THROUGH CALIBRATION PROCEDURE, INSTALLED NEW ENGINE BELT, ACCESSORY BELT, AC COMPRESSOR, SECURED AND PROTECTED THE AC HOSES WITH LOOMS. CONNECTED OEM ENGINE HARNESS, STARTER CABLES, HYDRAULIC HOSES, FUEL LINES. UNIT HAS MANY HOSES GOING AROUND THE ENGINE AND IT WAS VERY TIME CONSUMING TO SECURED ALL. INSTALLED COOLING PACKAGE ONTO THE UNIT AND TORQUED TO SPEC. INSTALLED CAC PIPE, AC CONDENSER, LOWER AND UPPER COOLANT HOSE TO RAD. INSTALLED HYDRAULIC PIPES TO HYDRAULIC COOLER. PRE-LUBE THE ENGINE, FILL THE COOLANT, AND HYDRAULIC FLUID TO SPEC. INSTALLED AFTERTREATMENT SYSTEM ON THE UNIT WITH NEW EXHAUST CLAMP AND GASKETS. CONNECTED BATTERIES, ALSO CHARGE THE BATTERIES. CONNECTED INSITE, CLEAR THE FAULT, ENTER NEW INJECTOR TRIM CODES TO ECM. REPLACED THE FUEL FILTERS, PRIME THE UNIT, AND STARTED. UNIT STARTED WITH NO FAULT CODES IN THE ECM. TOOK THE UNIT OUTSIDE IN THE YARD AND RAN HARD FOR 5 MINUTES WITH 50% BRAKE APPLIED. BROUGHT THE UNIT INSIDE THE SHOP, CHECKED AND TOP-OFF THE FLUID LEVELS. TOOK THE UNIT OUT ON THE HWY FOR 1:30 MINUTE FOR ENGINE BRAKE IN. AFTER THE BRAKE IN, BROUGHT THE UNIT BACK INTO THE SHOP, CHECKED FOR ANY LEAKS. NONE FOUND. CHARGE THE AC SYSTEM WITH 3LB OF REFRIGERANT.
STARTED DOING, MPI SAFETY INSPECTION.
FOLLOWING REPAIRS NEEDED FOR THE SAFETY:
1. REPAIR FRONT AND REAR TOP MARKER LIGHTS - NOT WORKING. 2. WIPER BLADES NOT WORKING. 3. REPLACE FRONT SHOCK ABSORBERS - LEAKING

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AUTHORIZED BY (print name)_____ **SIGNATURE**_____ **DATE**_____

INVOICE NO

BW-8479

REMIT TO: PO BOX 2521 STN M,
CALGARY AB T2P 0T6

Cummins **Sales and Service**

Payment terms are 30 days from invoice date unless otherwise agreed upon in writing.
REMIT TO:
CUMMINS CANADA ULC
PO BOX 2521 STN M,

WINNIPEG MB BRANCH
489 OAK POINT ROAD
WINNIPEG, MB R2R 1V2-
(204)632-5470

INVOICE NO
BW-8479
REMIT TO: PO BOX 2521 STN M, CALGARY AB T2P 0T6

BILL TO

PO BOX 712
STONY MOUNTAIN, MB R0C 3A0-

OWNER

PO BOX 712
STONY MOUNTAIN, MB R0C 3A0-
WAYNE . - 431 9999978

*** CASH ***

DATE	CUSTOMER ORDER NO.	DATE IN SERVICE	ENGINE MODEL	PUMP NO.	EQUIPMENT MAKE
24-MAR-2023		30-SEP-2007	ISL CM2150		TRAVEL SUPREME
CUSTOMER NO.	**SHIP VIA**	**FAIL DATE**	**ENGINE SERIAL NO.**	**CPL NO.**	**EQUIPMENT MODEL**
3202087		20-SEP-2022	46764839		INSIGNIA
REF. NO.	**SALESPERSON**	**PARTS DISP.**	**MILEAGE/HOURS**	**PUMP CODE**	**UNIT NO.**
197892	MR439		45173 / 0		TRAVEL SUPREME

QUANTITY ORDERED	BACK ORDERED	QUANTITY SHIPPED	PART NUMBER	DESCRIPTION	PRODUCT CODE	UNIT PRICE	AMOUNT

OSN/MSN/VIN 4VZBT1D928C062975

OIL. 4. REPAIR BROKEN DRIVER SIDE MIDWAY CUBBY LATCH. 5. INSTALL NEW MISSING DRIVER SIDE LOW BEAM LIGHT.
CLOCKED ONTO JOB, DID JSA, FABRICATED NEW ACCESS DOOR LATCH FOR DRIVER SIDE DOOR (DOOR 3/LATCH 4), INSPECTED DRIVER SIDE WIPER ARM, AFTER REMOVAL IT WAS DETERMINED THAT IT NEEDED TO BE REPLACED AS THE SPINDLE SHAFT AND WIPER ARM SPINDLES WERE BOTH WORN SMOOTH, REMOVED THE CONNECTING/CONTROL ARM AND REMOVED THE SPINDLE SHAFT, GAVE BOTH PARTS TO PARTS DESK TO FIND REPLACEMENT PARTS, OEM OBSOLETE, PARTS HAVE TO BE SOURCED BY MATCHING UP, DRIVER SIDE HEADLIGHT WAS ABLE TO BE MOUNTED, USED FIBERGLASS/AUTOBODY ADHESIVE TO ENSURE HEADLIGHT REMAINED MOUNTED AND WOULD NOT MOVE, WAITING ON WIPER PARTS, CLOCKED OUT.
CLOCKED ONTO JOB, DID JSA, CHOCKED REAR DRIVE WHEEL, POSITIONED MOBILE LIFTS UNDER STEERING AXLE WHEELS, RAISED BUS UP, POSITIONED JACK STANDS ON STEERING KNUCKLES/LOWER CONTROL ARM, LOWERED BUS ONTO JACK STANDS, REMOVED LEFT SHOCK ABSORBER, CLEANED AND BROUGHT TO PARTS FOR REFERENCE TO ORDER NEW STRUT, CLEANED WORK AREA, CLOCKED OFF JOB.
CLOCKED ONTO JOB, DID JSA, REMOVED RIGHT FRONT SHOCK ABSORBER, ATTEMPTED TO INSTALL NEW SHOCK, NO SUCCESS DUE TO THE AIR BAGS BEING EMPTY AND SHOCK WAS AT MAXIMUM COMPRESSION, NEEDED TO LOWER THE BUS AND START IT TO FILL THE AIR BAGS TO GAIN THE EXTRA FEW INCHES OF LIFT ON THE CONTROL ARM REQUIRED TO INSTALL THE SHOCK ABSORBER, CLOCKED OUT OF THE JOB - HAD TO PUT BATTERY CHARGER ON BUS DUE TO DEAD BATTERIES.
CLOCKED ONTO JOB, DID JSA, CHARGED BATTERIES, RAN BUS TO FILL AIRBAGS, RAISED BUS WITH MOBILE JACKS, INSTALLED LEFT AND RIGHT FRONT SHOCK ABSORBERS, LOWERED BUS, CLEANED UP WORK AREA, CLOCKED OFF JOB ? WAITING FOR THE WIPER ARM ASSEMBLY.
CLOCKED ONTO JOB, DID JSA, REMOVED REMAINING WIPER ARM AND WIPER ASSEMBLY, PREPPED NEW PARTS AND INSTALLED NEW ASSEMBLY, AFTER INSPECTION OF THE SECOND WIPER ARM IT WAS DETERMINED THAT IT WAS BEST TO ORDER A SECOND WIPER ARM, QUOTED PARTS, CLOCKED OFF.

GST NUMBER - 88788 0904

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AUTHORIZED BY (print name)_____ **SIGNATURE**_____ **DATE**_____

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BW-8479

Cummins **Sales and Service**

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REMIT TO:
CUMMINS CANADA ULC
PO BOX 2521 STN M,

WINNIPEG MB BRANCH
489 OAK POINT ROAD
WINNIPEG, MB R2R 1V2-
(204)632-5470

INVOICE NO
BW-8479
REMIT TO: PO BOX 2521 STN M, CALGARY AB T2P 0T6

BILL TO

PO BOX 712
STONY MOUNTAIN, MB R0C 3A0-

OWNER

PO BOX 712
STONY MOUNTAIN, MB R0C 3A0-
WAYNE . - 431 9999978

*** CASH ***

DATE	CUSTOMER ORDER NO.	DATE IN SERVICE	ENGINE MODEL	PUMP NO.	EQUIPMENT MAKE
24-MAR-2023		30-SEP-2007	ISL CM2150		TRAVEL SUPREME
CUSTOMER NO.	**SHIP VIA**	**FAIL DATE**	**ENGINE SERIAL NO.**	**CPL NO.**	**EQUIPMENT MODEL**
3202087		20-SEP-2022	46764839		INSIGNIA
REF. NO.	**SALESPERSON**	**PARTS DISP.**	**MILEAGE/HOURS**	**PUMP CODE**	**UNIT NO.**
197892	MR439		45173 / 0		TRAVEL SUPREME

OSN/MSN/VIN 4VZBT1D928C062975

QUANTITY ORDERED	BACK ORDERED	QUANTITY SHIPPED	PART NUMBER	DESCRIPTION	PRODUCT CODE	UNIT PRICE	AMOUNT
				PARTS:			
				PARTS COVERAGE CREDIT:			0.00
				TOTAL PARTS:			0.00 CR
				SURCHARGE TOTAL:		**0.00**	
				LABOR:			**0.00**
				LABOR COVERAGE CREDIT:			0.00
				TOTAL LABOR:			0.00 CR
				MISC.:		**0.00**	
				MISC. COVERAGE CREDIT:			0.00
				TOTAL MISC.:			0.00 CR
1		1	5473339	KIT,UPPER ENGINE GASKET	CECO	**0.00**	
1		1	3940245	GASKET,HYDRAULIC PUMP	CECO	424.49	424.49
1		1	5301094RX	COMPRESSOR,1 CYL AIR	DRC	20.78	20.78
-1		-1	3944525D	CORE, COMP,AIR 18.7 CFM	CLEAN	2,203.19	2,203.19
1		1	3944525D	CPR, AIR ISC/ISL 18.7 CFM	DIRTY	187.66	187.66
4		4	4988280	GASKET,HYDRAULIC PUMP	CECO	187.66	- 187.66
2		2	3103015	SEAL,GROMMET	CECO	5.37	5.37
6		6	3046201	SEAL,O RING	CECO	4.59	18.36
1		1	5404408	LINER,CYLINDER	CECO	3.73	7.46
		1	3678606	SEAL,O RING	CECO	247.06	1,482.36
						5.69	5.69

T NUMBER - 88788 0904

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ICH PURCHASER ACKNOWLDGES HAVE BEEN READ, FULLY UNDERSTOOD AND
CEPTED.

THORIZED BY (print name)_____ **SIGNATURE**_____ **DATE**_____

INVOICE NO

BW-8479

REMIT TO: PO BOX 2521 STN M,
CALGARY AB T2P 0T6

Cummins **Sales and Service**

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REMIT TO:
CUMMINS CANADA ULC
PO BOX 2521 STN M,

WINNIPEG MB BRANCH
489 OAK POINT ROAD
WINNIPEG, MB R2R 1V2-
(204)632-5470

INVOICE NO
BW-8479
REMIT TO: PO BOX 2521 STN M, CALGARY AB T2P 0T6

BILL TO

PO BOX 712
STONY MOUNTAIN, MB R0C 3A0-

OWNER

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STONY MOUNTAIN, MB R0C 3A0-
WAYNE . - 431 9999978

*** CASH ***

DATE	CUSTOMER ORDER NO.	DATE IN SERVICE	ENGINE MODEL	PUMP NO.	EQUIPMENT MAKE
24-MAR-2023		30-SEP-2007	ISL CM2150		TRAVEL SUPREME
CUSTOMER NO.	**SHIP VIA**	**FAIL DATE**	**ENGINE SERIAL NO.**	**CPL NO.**	**EQUIPMENT MODEL**
3202087		20-SEP-2022	46764839		INSIGNIA
REF. NO.	**SALESPERSON**	**PARTS DISP.**	**MILEAGE/HOURS**	**PUMP CODE**	**UNIT NO.**
197892	MR439		45173 / 0		TRAVEL SUPREME

QUANTITY ORDERED	BACK ORDERED	QUANTITY SHIPPED	PART NUMBER	DESCRIPTION	PRODUCT CODE	UNIT PRICE	AMOUNT
OSN/MSN/VIN		4VZBT1D928C062975					
1		1	FREIGHT.	FREIGHT CHRGS SERVICE	EC-FREIGHT	1,384.66	1,384.66
3		3	3818824	NUT,REGULAR HEXAGON	CECO	4.57	13.71
1		1	3958112	COVER,GEAR	CECO	206.36	206.36
1		1	4024883	KIT,SEAL	CECO	100.55	100.55
1		1	5259499	SEAL,OIL	CECO	32.97	32.97
1		1	3912473	SEAL,O RING	CECO	6.28	6.28
1		1	3939353	GASKET,REAR COVER	CECO	13.21	13.21
1		1	5273379	THERMOSTAT	CECO	76.63	76.63
1		1	3940386	SEAL,O RING	CECO	10.29	10.29
2		2	3164067	SEALANT	CECO	26.12	52.24
1		1	2866636	GASKET, AFM DEVICE	CECO	19.00	19.00
6		6	5579403PX	KIT,INJECTOR	DRC	1,277.38	7,664.28
6		6	4954679D	INJECTOR, XPI GRYPHON	CLEAN	422.24	2,533.44
-6		-6	4954679D	INJECTOR, XPI GRYPHON	DIRTY	422.24 -	2,533.44
7		7	5283368	BUSHING	CECO	32.16	225.12
6		6	3924446	SHIM	CECO	51.61	309.66
1		1	3901969	PLUG,EXPANSION	CECO	10.62	10.62
4		4	3004258	PLUG,EXPANSION	CECO	7.98	31.92
3		3	5521238	PLUG,EXPANSION	CECO	7.22	21.66
3		3	5521239	PLUG,EXPANSION	CECO	1.85	5.55
1		1	FREIGHT.	FREIGHT CHRGS SERVICE	EC-FREIGHT	50.00	50.00

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Sales and Service

WINNIPEG MB BRANCH
489 OAK POINT ROAD
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24-MAR-2023		30-SEP-2007	ISL CM2150		TRAVEL SUPREME
CUSTOMER NO.	**SHIP VIA**	**FAIL DATE**	**ENGINE SERIAL NO.**	**CPL NO.**	**EQUIPMENT MODEL**
3202087		20-SEP-2022	46764839		INSIGNIA
REF. NO.	**SALESPERSON**	**PARTS DISP.**	**MILEAGE/HOURS**	**PUMP CODE**	**UNIT NO.**
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QUANTITY ORDERED	BACK ORDERED	QUANTITY SHIPPED	PART NUMBER	DESCRIPTION	PRODUCT CODE	UNIT PRICE	AMOUNT
OSN/MSN/VIN		4VZBT1D928C062975					
1		1	3944293	GASKET,GEAR HOUSING	CECO	143.52	143.52
3		3	3032693	PLUG,EXPANSION	CECO	8.24	24.72
1		1	5626215	SEAL,O RING	CECO	7.74	7.74
1		1	ENGINE CLEANING	ENGINE CLEANING	EC-NSPART3	312.50	312.50
1		1	5594276NX	SENSOR,POSITION	DRC	42.14	42.14
1		1	4383999D	SENSOR,POSITION	CLEAN	18.77	18.77
-1		-1	4383999D	SENSOR,POSITION	DIRTY	18.77 -	18.77
1		1	LF9009	PAC, LF	FLG	71.66	71.66
1		1	ENVLT203MM	ENVIRONMENTAL CHARGE	EC-NONSTOCK	1.00	1.00
1		1	FS1065	PAC, FS	FLG	68.69	68.69
1		1	ENVLT203MM	ENVIRONMENTAL CHARGE	EC-NONSTOCK	1.00	1.00
1		1	FF5636	PAC, FF (S	FLG	41.51	41.51
1		1	ENVST203MM	ENVIRONMENTAL CHARGE	EC-NONSTOCK	.50	0.50
1		1	5272819	SEAL,RECTANGULAR RING	CECO	2.65	2.65
1		1	3899283	SEAL,O RING	CECO	13.47	13.47
1		1	3330252	WASHER,SPRING	CECO	9.52	9.52
2		2	3163075	PAINT	CECO	35.15	70.30
1		1	5690205	BELT,V RIBBED	CECO	98.51	98.51
2		2	3945326	SEAL,O RING	CECO	11.61	23.22
1		1	4945930	TUBE,WATER OUTLET	CECO	151.18	151.18
1		1	3925343	KIT,SEAL	CECO	229.96	229.96

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24-MAR-2023		30-SEP-2007	ISL CM2150		TRAVEL SUPREME
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197892	MR439		45173 / 0		TRAVEL SUPREME

OSN/MSN/VIN 4VZBT1D928C062975

QUANTITY ORDERED	BACK ORDERED	QUANTITY SHIPPED	PART NUMBER	DESCRIPTION	PRODUCT CODE	UNIT PRICE	AMOUNT
1		1	FREIGHT.	FREIGHT CHRGS SERVICE	EC-FREIGHT		
2		2	3885914	PAINT	CECO	50.00	50.00
1		1	CV50628	ELEMENT,CV	FLG	22.13	44.26
2		2	3885914	PAINT	CECO	156.39	156.39
1		1	5398279	GASKET,CONNECTION	CECO	22.13	44.26
4		4	HS-10	CLAMPHOSEMIN9/16 MAX11/16	WC-OTHER	17.29	17.29
2		2	MH-6	CLAMP,HOSE MIN5/16 MAX7/8	WC-OTHER	.96	3.84
2		2	MH-4	CLAMP,HOSE MIN7/32 MAX5/8	WC-OTHER	.64	1.28
1		1	AIR COOLER CLEANING	AIR COOLER CLEANING	EC-NSPART3	1.05	2.10
1		1	3101325	CLAMP,V BAND	CECO	387.88	387.88
1		1	3926704	CLAMP,SPRING HOSE	CECO	56.49	56.49
1		1	2880482	CLAMP,V BAND	CECO	38.52	38.52
1		1	2866636	GASKET, AFM DEVICE	CECO	79.83	79.83
1		1	TEC MUC4R	4IN SADDLE CLAMP	EC-NSPART1	19.00	19.00
1		1	KLHF0480	HYDRAULIC FLUID	EC-NSPART2	5.71	5.71
2		2	29546229	FILL TUBE OIL SEAL	EC-NSPART1	125.50	125.50
2		2	CC36077-X	OAT	FLG	17.57	17.57
1		1	ENVA4L	ENVIRONMENTAL CHARGE	EC-NONSTOCK	22.94	45.88
1		1	47253	LED MARKER LIGHT	EC-NSPART2	.80	1.60
1		1	47263	LED MARKER LIGHT	EC-NSPART1	29.57	29.57
1		1	47252	LED RED MARKER LIGHT	EC-NSPART1	27.96	27.96
						22.11	22.11

T NUMBER - 88788 0904

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QUANTITY ORDERED	BACK ORDERED	QUANTITY SHIPPED	PART NUMBER	DESCRIPTION	PRODUCT CODE	UNIT PRICE	AMOUNT
OSN/MSN/VIN		4VZBT1D928C062975					
2		2	66624	GAS SHOCK	EC-NSPART2	92.60	185.20
1		1	741-3002	ARM, CD, 30" RADIAL, WET	EC-NSPART3	205.30	205.30
1		1	PS-INV001737	WIPER ASSY, BLADES, 1 ARM	EC-NSPART4	1,634.05	1,634.05
1		1	FREIGHT.	FREIGHT CHRGS SERVICE	EC-FREIGHT	48.41	48.41
1		1	10372	WINDSHIELD WASHER FLUID	WC-OTHER	5.36	5.36

PARTS:		35,773.82
PARTS COVERAGE CREDIT:		0.00CR
TOTAL PARTS:	**35,773.82**	
SURCHARGE TOTAL:		**0.00**
LABOR:		22,908.30
LABOR COVERAGE CREDIT:		0.00CR
TOTAL LABOR:	**22,908.30**	
MISC.:		82.00
MISC. COVERAGE CREDIT:		0.00CR
TOTAL MISC.:	**82.00**	
FREE CUST SVC LABOR		- 18.00
HAZ WASTE DISPOSAL		100.00
GST		**2,968.21**
MAN TAX		**4,155.49**

GST NUMBER - 88788 0904

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SUB TOTAL:	59,364.11
TOTAL TAX:	7,123.70
TOTAL AMOUNT: CA $	**66,487.81**

AUTHORIZED BY (print name)_____ **SIGNATURE**_____ **DATE**_____