



**SERVICING DEALERSHIP**

COLORADO KENWORTH, LLC, DBA

**MHC KENWORTH - DENVER**  
 7007 SANDOWN ROAD  
 P.O. BOX 16043 (80216-0043)  
 DENVER, CO 80216  
 1-720-941-0833

**REQUEST FOR PO**

<b>Customer Number:</b> 308817	<b>Phone:</b> (847) 804-2563	<b>R. O. Number:</b> R00303700396154
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Tax Status	Terms	P.O.#	Service Date	Date Printed
TAX	CASH	N/A	7/18/2024	9/18/2024



Superior Overnight Services  
 31W222 W Bartlett Rd  
 Bartlett IL 60103-9504

**REQUEST FOR PO**

Serial Number	Unit Number	Make / Model	Year	License Number	Mileage
1XKYDP9XXLJ404829	2202	KENWORTH/T680	2020		500526

OPERATION 1

COMPLAINT: VEHICLE INSPECTION  
 VMRS CODE: 05-999-999-999-06-00  
 CORRECTION: INSPECT-TOTAL VEHICLE-TOTAL VEHICLE-NO FAILURE  
 PERFORMED VEHICLE INSPECTION. NUMEROUS ITEMS FOUND. PLEASE  
 SEE ATTACHED INSPECTION SHEET.

Labor Total -- 15.00

SVC1224-Z245898 COUPON - DOT / CVI IN 1 15.00- 15.00

Parts Total -- 15.00

Total Operation 1 -- .00

OPERATION 2

COMPLAINT: C/A OIL PUMP INOP  
 DL OUT  
 VMRS CODE: 01-045-002-068-03-44  
 CORRECTION: REPLACE WITH NEW-SHORT BLOCK ASSEMBLY-CYLINDER BLOCK &  
 CRANKCASE-WORN  
 -UNIT WAS BACKED INTO PARKING SPOT WITH THE DRIVE SHAFT  
 REMOVED,  
 -SINCE WE ARE LOOKING AT AN OIL PRESSURE ISSUE, WE NEED TO  
 TOW IT IN.  
 -HOOKED UP THE COMPUTER TO SEE WHAT CODES HAD TRIGGERED,  
 -CHECKED TO SEE IF THERE IS OIL IN THE TRUCK,  
 -THERE IS OIL IN THE TRUCK.  
 -STARTED UP TRUCK, UNITS OIL PRESSURE WAS 43 PSI. WHILE  
 WATCHING THE OIL PRESSURE ON DAVIE AND ALSO WHILE CHECKING  
 IT ON THE GAUGE  
 -COULD HEAR A KNOCKING SOUND IN THE ENGINE,  
 -TURNED THE TRUCK OFF AND OPEN THE OIL FILTER,  
 -THE FILTER WAS SO PLUGGED WITH METAL THAT IT WASN'T  
 ALLOWING THE OIL TO DRAIN OUT OF THE FILTER HOUSING AND  
 FORCING THE TRUCK TO BYPASS AROUND THE FILTER.  
 -PUT THE FILTER IN A BIG ZIPLOCK BAG AND PUT IT IN THE CAB.

**CONTINUED**

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OPERATION 2

- DRAINED OIL
- REMOVED OIL PAN.
- INSPECTED CAMSHAFT AND FOUND CAM IS BAD ON 6.
- COOLANT LEAKING FROM 4, 5&6 LINERS.
- PULLED OIL PUMP AND STIFFENER.
- REMOVED #4 MAIN BEARING AND FOUND IT WAS SPUN ON THE CRANKSHAFT.
- CHECKED TCS AND THEY ASKED US FOR THE TRIP RECORDER OF THE UNIT.
- CONNECTED UNIT TO DAVIE. SAVED TRIP RECORDER TO W DRIVE AND UPLOADED TO CASE.
- PACCAR IS GOING TO SEND US A SHORT BLOCK FOR REPAIRS.
- MOVED STUFF AROUND TO GET TO ENGINE.
- SET ENGINE IN BAY AND TOWED UNIT IN SHOP TO PROCEED WITH REPAIRS
- STARTED TO REMOVE ENGINE
- PULLED ENG AND SET ON STAND.
- STARTED TO TEAR DOWN AND CLEAN PARTS AND INSPECT FOR REUSE.
- GOT ALL PARTS CLEANED.
- STARTED TO BUILD SHORT BLOCK.
- REPLACED RELEASE YOKE AND PILOT BEARING,
- REPLACED CLUTCH AND INSTALLED TRANSMISSION.
- STABBED ENGINE IN CHASSIS. CONTINUE INSTALL.
- AFTER ASSEMBLING TRIED TO PUT VAC ON COOLING SYSTEM AND IT WOULDN'T VAC
- INSTALLED PRESSURE TESTER AND FOUND LEAK AT HEATER CORE.
- NOW IT WAS BETTER BUT STILL WON'T HOLD VAC PRESSURE.
- TESTED AGAIN AND IT HAS HOLDING.
- STARTED TO FILL WITHOUT VAC AND WATER PUMP STARTED TO LEAK AT THE WEEPHOLE. NEEDS WATER PUMP.
- FAN HUB LEAKING AIR AS WELL.

	Labor --	14,762.55
	100% Warranty --	14,762.55
57.3 Hours	Labor Total --	.00

1863266PE	RING-SEALING	2	56.70	113.40
1822941PE	BOLT-FLANGE M12X155X80	7	3.71	25.97
1630565PE	PIN-CYLINDRICAL	2	4.70	9.40
1857669PE	SET-GASKET.	1	19.00	19.00
2102335PE	COOLANT PIPE	1	25.25	25.25
2134899PE	PIPE-COOLANT, COMPRESS	1	48.27	48.27
1982774PE	O-RING, 25X2	1	5.95	5.95
2014171PE	O-RING, 14X2	1	13.82	13.82
2132481PE	O-RING, 26X2.1	1	4.72	4.72
2257600PE	INSTALLATION KIT - MX1	1	3,301.67	3,301.67
05-1867-513.356	PAINT-ENGINE HI TEMP T	3	22.75	68.25
2397569PE	OIL COOLER, MX-13, EPA	1	1,279.06	1,279.06
2294074PE	OIL PUMP	1	1,264.69	1,264.69
2132481PE	O-RING, 26X2.1	1	4.72	4.72
2405076PE	FUEL INJECTION PIPE TO	2	330.17	660.34
1961490PE	O-RING, 12 X 2	1	8.14	8.14

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OPERATION 2

2234788PE	OIL FILTER ELEMENT	1	66.19	66.19
1922496PE	ELEMENT-FILTER OIL CEN	1	82.07	82.07
1858032PE	SEAL-BONDED	1	4.56	4.56
CS-C8-20-52	BOLT-TWELVE PT W/FLG 1	8	15.43	123.44
W34-1158	BOLT-FLANGE HEAD, M16	8	22.78	182.24
2111441PE	GASKET, OIL PAN	1	297.93	297.93
1895169PE	PILLAR BOLT, OIL PAN	5	25.55	127.75
257004-990	CHV DELO 400 SDE 15W40	11	28.87	317.57
2130588PE	O-RING, 130X4	1	10.60	10.60
2128518PE	O-RING, 25X3	1	4.93	4.93
RF7100	ROADFORCE AF ELC NF 50	5	10.49	52.45
K37-1022	FILTER-FUEL 30 MICRON	1	74.62	74.62
2277129PE	FILTER FUEL	1	92.56	92.56
1844625PE	RING-SEALING 22.0X13.0	2	2.05	4.10
MXHANDLINGFEE	WARRANTY ENGINE N/C	1	560.00	560.00
	Parts	--		8,853.66
	100% Warranty	--		8,853.66
	Parts Total	--		.00
	Total Operation 2	--		.00

OPERATION 3

COMPLAINT: REPLACE LEAKING HATER CORE  
 VMRS CODE: 01-999-999-999-90-00  
 CORRECTION: VIS INSPECTION-TOTAL VEHICLE-TOTAL VEHICLE-NO FAILURE  
 REPLACED HEATER CORE.

	.5 Hours	Labor Total	--	126.50
RF99962629	HEATER CORE	1	488.40	488.40
	Parts Total	--		488.40
	Total Operation 3	--		614.90

OPERATION 4

COMPLAINT: CLUTCH NOT WARRANTY  
 VMRS CODE: 01-023-002-001-03-44  
 CORRECTION: REPLACE WITH NEW-CLUTCH ASSEMBLY - VEHICLE DRIVETRAIN-  
 CLUTCH-WORN  
 CLUTCH NOT COVERED UNDER WARRANTY

		Labor Total	--	.00
E08-1000	BEARING-CLUTCH PILOT	1	75.62	75.62
E74-1021	ENDURANT DIAPHRAGM SPR	1	2,456.94	2,456.94
FREIGHT	CHARGE FREIGHT	1	200.00	200.00
	Parts Total	--		2,732.56
	Total Operation 4	--		2,732.56

OPERATION 5

COMPLAINT: RELEASE YOKE WARRANTY.  
 VMRS CODE: 01-023-001-018-03-44  
 CORRECTION: REPLACE WITH NEW-FORK - CLUTCH RELEASE-CONTROL ASSEMBLY -  
 MECHANICAL, CLUTCH-WORN  
 -YOKE ROLLER HAS EXCESSIVE PLAY  
 -1 TURNS AND THE 2ND HAS SIDE TO SIDE AND UP AND DOWN  
 MOVEMENT.

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OPERATION 5

-CONTINUE WITH REPLACING THE RELEASE YOKE  
 -GOT YOKE REPLACED.  
 -TCS CASE 06581922

			Labor Total --	.00
E74-1027	RELEASE YOKE ASSEMBLY	1	457.20	457.20
			Parts --	457.20
			100% Warranty --	457.20
			Parts Total --	.00
			Total Operation 5 --	.00

OPERATION 6

COMPLAINT: C/A WATER PUMP LEAKING. TREAT AS WARRANTY.  
 VMRS CODE: 01-999-999-999-90-00  
 CORRECTION: VIS INSPECTION-TOTAL VEHICLE-TOTAL VEHICLE-NO FAILURE  
 -CHECKED OVER AND FOUND WATER PUMP LEAKING AT THE WEEP HOLE.  
 -REMOVED AND REPLACED WATER PUMP.  
 -FILLED WITH COOLANT AND PRESSURE TESTED COOLING SYSTEM IS OK NOW.

			Labor --	708.40
			100% Warranty --	708.40
		2.8 Hours	Labor Total --	.00
2407607PE	COOLANT PUMP CARTRIDGE	1	1,628.37	1,628.37
			Parts --	1,628.37
			100% Warranty --	1,628.37
			Parts Total --	.00
			Total Operation 6 --	.00

OPERATION 7

COMPLAINT: REPLACE FAN CLUTCH ASSM.  
 VMRS CODE: 01-999-999-999-90-00  
 CORRECTION: VIS INSPECTION-TOTAL VEHICLE-TOTAL VEHICLE-NO FAILURE  
 -HAD TO JUMP START UNIT,  
 -PULLED UNIT INTO SHOP,  
 -REMOVED AND REPLACED FAN CLUTCH.  
 -PARKED UNIT RIGHT OUTSIDE OF SHOP.  
 -THIS REPAIR IS COMPLETE

			Labor Total --	1,012.00
F17-1019M01	CLUTCH-DRIVE FAN, MX-1	1	1,884.68	1,884.68
			Parts Total --	1,884.68
			Total Operation 7 --	2,896.68

OPERATION 8

COMPLAINT: CEL ON  
 VMRS CODE: 01-043-004-107-03-44  
 CORRECTION: REPLACE WITH NEW-ACTUATOR - TURBOCHARGER, VARIABLE NOZZLE TURBINE-TURBOCHARGER ASSEMBLY-WORN  
 -HOOKED UP FOUND VOLTAGE CODES FOR VGT BATTERIES WERE AT 8.3 VOLTS  
 -UNIT WILL NEED TO SIT ON CHARGER THEN CLEAR CODES AND TEST

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OPERATION 8

DRIVE

- UNIT IS OUTSIDE BAY 23 ON THE CHARGER.
- DISCONNECTED BATTERY CHARGER AND LEFT UNIT RUN INSTALL STEP
- HOOKED UP COMPUTER AND PULLED CODES
- CLEAR CODES. RAN TRUCK AND CHECK ENGINE CAME BACK ON.
- PULLED INTO SHOP AND HAS CODE P1350 VGT POWER SUPPLY WAS TOLD WITH THIS CODE DO NOT DRIVE
- TRIED TO PRINT NO LUCK
- TOOK PIC UPLOADED TO RO
- T/S CODE P1350
- 1-CHECKED FUSE BOX AND OK. CHECKED CONNECTORS, RELAYS. ALL OK.
- 1B- CHECKED BATTERY VOLTAGES AND GOOD.
- 2A- CHECKED WIRING HARNESS AND CONNECTORS. ECU AND VGT CONNECTIONS ALL OK.
- 2B- CHECKED POWER AND CAN. THEY ARE ALL GOOD.
- 2C- CHECKED RESISTANCES AND ALL IN SPEC.
- 2D- RESISTANCE IS LESS THAN 1OHM.
- THE TURBO ACTUATOR IS FAILING.
- DRAINED COOLANT.
- REMOVED AND REPLACED VGT.
- INSTALLED AND CALIBRATED TURBO ACTUATOR.
- VACUUM FILLED WITH COOLANT AND CLEARED CODES.
- RAN AND CHECKED ALL OK.
- DROVE AND OK.
- REPAIRS COMPLETED.

			Labor --	253.00
			57% Warranty --	144.21
	1.0 Hours		Labor Total --	108.79
2136382PE	CONTROL VALVE, HP FUEL	1	663.81	663.81
			Parts --	663.81
			48% Warranty --	318.62
			Parts Total --	345.19
			Total Operation 8 --	453.98

OPERATION 9

COMPLAINT: C/A CEL ON AFTER TEST DRIVE  
 VMRS CODE: 01-044-014-014-03-00  
 CORRECTION: REPLACE WITH NEW-VALVE - FUEL CONTROL-INJECTORS - ELECTRONIC-NO FAILURE  
 FOLLOWING UP WITH TCS TOMORROW DOING THE RMI AND AT THIS TIME STILL HAVE NO IDEA WHY THIS CODE IS HAPPENING, WILL PICK IT BACK UP TOMORROW I GUESS GOING TO GET A PNA FOR THE VALVE AT THE END OF THE FUEL RAIL. TALKED TO FOREMAN TO LOCATE TRUCK BECAUSE IT WAS MOVED, WE WALKED THE LOT IT ENDED UP BEING IN THE SHOP ACROSS THE WAY, GOT THE 2 SEALING WASHER FOR IT HAD TO LOOK ON RMI TO SEE WHERE IT WAS LOCATED, THERE A FUEL LINE ON THE DRIVER SIDE BACK OF THE BLOCK, AT THE BOTTOM BY THE TRANSMISSION, I REMOVED THE AIR BOX, SET UP A LIGHT AND A MIRROR TO SEE WHERE IT WAS I GOT THE OLD ONE OUT, AND STARTED WORKING ON THE NEW ONE I GOT

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OPERATION 9

THE NEW ONE THREADED THROUGH BOTH WASHERS, AND STARTED IN THE BLOCK WENT TO GO TIGHTEN IT AND IT POPPED OUT, TRIED AND FOUGHT THE VALVE FOR ABOUT 45 MINS EVENTUALLY THE INNER WASHER POPPED OFF. LOOKED OVER ALL JOB STEPS AND GOT CAUGHT UP ON WHAT IS GOING ON WITH UNIT. PROCEEDED TO TRY AND INSTALLED RELIEVE VALVE FITTING AT THE BACK OF THE BLOCK. NOTICED THAT THREADS ON FITTING WERE SLIGHTLY MUSHROOMED AND WOULD NOT GO IN. USED A TAP AND DIE SET TO CLEAN THREADS ON BOTH BLOCK THREAD ENTRANCE AND FITTING SINCE PREVIOUS TECH DAMAGED PARTS. ASSURED NO SHAVINGS ENTERED CHAMBER AND INSTALLED FITTING. TOOK SOME TIME DUE TO LOCATION BUT WAS ABLE TO CONNECT. PROCEEDED TO INSTALL AIR BOX AND TRIED STARTING UNIT. UNIT STRUGGLED BUT STARTED AND TOPPED OFF COOLANT AND POWER STEERING OIL. CLEARED ALL INACTIVE CODES AND PULLED TO WASH BAY AND CLEANED ENGINE AND AROUND ENGINE. FOUND OUT THAT UNIT WOULD LOSE PRIME AFTER ABOUT 10 MINUTES OF SITTING. PRIMED AND STARTED AND PULLED TO FRONT OF SHOP. WHEN UNIT WAS PULLED OUT TO FRONT, STARTED HIGH IDLING UNIT TO 1300RPM TO BUILD COOLANT TEMP TO START REGEN. FOUND THE GEAR DISPLAY ICON POP ON DASH. HOOKED UP AND FOUND CODE P0088 CODE HIGH FUEL PRESSURE. PROCEEDED TO FOLLOW RMI TROUBLESHOOTING FOR CODE. FOUND NO VISIBLE DAMAGE ON LOW PRESSURE FUEL SIDE. PROCEEDED TO MONITOR GENERAL ENGINE AND FUEL PRESSURES. COMMON RAIL FUEL PRESSURES WERE STAYING CONSISTENT AT IDLE AND AT 1300RPM. WHEN MONITORING FUEL PRESSURE RELATIVE LOW FUEL PRESSURE SIDE) FOUND THAT FUEL PRESSURES WOULD JUMP UP AND DOWN AT IDLE AND HIGH IDLE. PRESSURE WOULD NOT BE CONSISTENT AND GO OVER SPEC AT TIMES. PERFORMED RECORDING OF SENSORS AND SAVED FOR UPDATING TCS.

	Labor --	834.90
	60% Warranty --	500.94
	Labor Total --	333.96

3.3 Hours

1953296PE	VALVE-NON RETURN .7 BA	1	114.94	114.94
1933121PE	CONTROL VALVE	1	255.43	255.43
RX2348191PEX	ACTUATOR, TURBO, HE400	1	2,325.92	2,325.92
CX2348191PEX	ACTUATOR, TURBO, HE400	1	250.00	250.00
CR2348191PEX	ACTUATOR, TURBO, HE400	1-	250.00	250.00

	Parts --	2,696.29
	75% Warranty --	2,022.21
	Parts Total --	674.08

Total Operation 9 -- 1,008.04

OPERATION 10

COMPLAINT: TROUBLESHOOT WRENCH LIGHT  
 VMRS CODE: 01-999-999-999-90-00  
 CORRECTION: VIS INSPECTION-TOTAL VEHICLE-TOTAL VEHICLE-NO FAILURE UNIT STRUGGLED BUT STARTED AND TOPPED OFF COOLANT AND POWER STEERING OIL. CLEARED ALL INACTIVE CODES AND PULLED TO WASH BAY AND CLEANED ENGINE AND AROUND ENGINE. FOUND OUT THAT UNIT WOULD LOSE PRIME AFTER ABOUT 10 MINUTES OF SITTING. PRIMED AND STARTED AND PULLED TO FRONT OF SHOP. WHEN UNIT WAS PULLED OUT TO FRONT, STARTED HIGH IDLING UNIT TO 1300RPM

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TAX	CASH	N/A	7/18/2024	9/18/2024

OPERATION 10

TO BUILD COOLANT TEMP TO START REGEN. FOUND THE GEAR DISPLAY ICON POP ON DASH. HOOKED UP AND FOUND CODE P0088 CODE HIGH FUEL PRESSURE. PROCEEDED TO FOLLOW RMI TROUBLESHOOTING FOR CODE. FOUND NO VISIBLE DAMAGE ON LOW PRESSURE FUEL SIDE. PROCEEDED TO MONITOR GENERAL ENGINE AND FUEL PRESSURES. COMMON RAIL FUEL PRESSURES WERE STAYING CONSISTENT AT IDLE AND AT 1300RPM. WHEN MONITORING FUEL PRESSURE RELATIVE LOW FUEL PRESSURE SIDE) FOUND THAT FUEL PRESSURES WOULD JUMP UP AND DOWN AT IDLE AND HIGH IDLE. PRESSURE WOULD NOT BE CONSISTENT AND GO OVER SPEC AT TIMES. BROUGHT BACK INTO SHOP AND STARTED DIAGNOSIS FOR FAULT P0088 ONCE MORE. INSPECTED ALL COMPONENTS AND SAW NO VISIBLE DAMAGE. PROCEEDED TO REMOVE LOW SIDE PRESSURE CONTROL VALVE TO INSPECT. FOUND CONTROL VALVE CRACKED IN MULTIPLE LOCATIONS. ORDERED NEW ONE AND CLEANED SURFACE. INSTALLED NEW PRESSURE CONTROL VALVE AND MONITORED ONCE MORE. STARTED UNIT AND LOW SIDE FUEL PRESSURE IS NOW AT 90PSI +/-5PSI AND WILL GO UP TO MAX OF 120PSI +/-5PSI WHICH IS IN SPEC. READING ARE NOW WITHIN SPEC. SHUT OFF AND CLEARED ALL CODES. TRIED STARTING AGAIN AND UNIT ONCE MORE IS HAVING A LONG CRANK AND NO START ISSUE. MONITORED LOW SIDE FUEL PRESSURE ONCE MORE WHILE CRANKING. FOUND OUT THAT THERE IS 0PSI WHEN ENGINE IS CRANKING FROM THE LOW SIDE FUEL PUMP. USED HAND PRIME PUMP WHILE UNIT IS CRANKING AND SAW THAT FUEL PRESSURE WOULD BUILD TO SPEC AND THEN UNIT WILL START. SPOKE WITH OTHER TECH AND CONFIRMED THAT A REGEN IS RECOMMENDED AND THEN A RE-TEST. IF FUEL PRESSURES DO NOT BUILD ENOUGH AFTER REGEN THEN A LOW SIDE FUEL PRESSURE PUMP MIGHT BE THE ISSUE. ADVISED FOREMAN. GOT WITH TECH. WAS TOLD TO RUN A REGEN. WHEN WANTING TO RUN UNIT TO PULL OUT SIDE IT HAD LOST FUEL PRESSURE AND DIDN'T WANT TO START. GOT BACK WITH TECH AND CHECKED FUEL PRESSURES AND WASN'T READING ANYTHING. MANUALLY PRIMED SYSTEM AND IT STARTED. TOOK WASHED SINCE FUEL WAS EVERYWHERE. I THEN RAN REGEN. PASSED REGEN NO CODES CAME BACK. I THEN LET TRUCK SIT FOR A WHILE TO SEE IF IT WOULD LOOSE FUEL PRESSURE WHICH IT DIDN'T AND STARTED UP. I PARKED UNIT IN S-15. INFORMED FORMAN.

Labor Total -- NO CHG  
 Total Operation 10 -- .00

CONTINUED

TERMS AND CONDITIONS OF THIS SALE ARE SET FORTH BELOW AND THOSE CONTAINED AT <https://mhc.com/terms-and-conditions> WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE.

1. PAYMENT: Customer shall pay Dealer the total amount listed 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 Customer 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 amounts due to Dealer for the Parts shall be in accordance with the terms of the Credit Agreement executed by Customer in connection with applying for credit with Dealer. The terms and provisions of any such Credit Agreement signed by Customer are incorporated herein. An interest charge of 1.5% per month will be charged on past due balances.
2. ARBITRATION: Any controversy or claim arising 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 limitations and restrictions as set forth in the Terms and Conditions contained at <https://mhc.com/terms-and-conditions>



SERVICING DEALERSHIP

COLORADO KENWORTH, LLC, DBA
MHC KENWORTH - DENVER
7007 SANDOWN ROAD
P.O. BOX 16043 (80216-0043)
DENVER, CO 80216
1-720-941-0833

REQUEST FOR PO

Table with 3 columns: Customer Number (308817), Phone ((847) 804-2563), R. O. Number (R00303700396154)

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

REPAIR ORDER SUMMARY table with columns: Description (Labor Total, Parts Total, Shop Supplies, Coupons, Sales Tax, Warranty, Freight) and Amount (17,712.35, 19,204.97, 178.50, 15.00, 553.13, 29,396.16, 200.00)

TOTAL DUE 8,437.79

REMIT TO:
P.O. BOX 879269
KANSAS CITY, MO 64187-9269



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- 1. PAYMENT: Customer shall pay Dealer the total amount listed 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 Customer are approved in a writing signed by a corporate officer or authorized manager of the Dealer.
2. ARBITRATION: Any controversy or claim arising 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 limitations and restrictions as set forth in the Terms and Conditions contained at https://mhc.com/terms-and-conditions