



Crossiron Truck & Equipment Ltd.
 4153 ROAD 38 HARROWSMITH
 ONT CANADA K0H 1V0
 PARTS & SERVICE 613-372-6269
 AFTER HOURS 613-217-8600

INVOICE W 7484
 Date 03/31/25
 Date Open 03/06/25

Sold To : [REDACTED]	Ship To : [REDACTED]
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Written By BECKY	Terms CHGLST	Time 22:09:45	Customer Po #	Promised	Phone	Ship Via	
Unit # 2010	Plate #	Year 2010	Make INTERNATION	Model 4000 SERIES	Kilometer/Hrs 597681/0.0	VIN 1HTMMAAP8AH278576	Engine

Qty	Description	Price	Amount
	PERFORM PRE SAFETY/ PERFORM ANNUAL SAFETY INSPECTION AS PER THE NEW ONTARIO DRIVE ON STANDARDS PRE SAFETY DONE FOR CUSTOMER BEFORE BUYING UNIT PULLED TRUCK IN SHOP, LOOKED OVER, ENTERED INFO TO TABLET, JACKED UP AND SET ON STANDS, PULLED WHEELS AND REMOVED BRAKE PADS, INSPECTED AND RECORDED TIRE AND BRAKE MEASUREMENTS TO TABLET, FINISHED GOING THROUGH INSPECTION LIST AND ENTERED IN DEFECTS FOUND, PUT PADS BACK IN AND BOLTED WHEELS ON, REMOVED JACK STANDS AND TORQUED WHEELS, PUT TAG IN CAB. COMPLETED REPAIRS AND ENTERED THEM TO TABLET, PRINTED STICKER AND PUT ON. <i>Tech 486 # 6 Id 486</i>		660.00
1.000	NPN-CMVI CERTIFICATION STICKER #71U0AB80	20.00	20.00
1.000	SUBLET ITEM 1 SUBLET E-TEST	192.00	192.00
	SubTotal		872.00
	REPLACE FAILED TURBO ENGINE LIGHT WAS ON, SCANNED AND HAD CODE FOR VGT PERFORMANCE, CODE WOULD NOT CLEAR, REMOVED PASSENGER FENDER, REMOVED INTAKE/FILTER ASSEMBLY AND CAC PIPE, REMOVED EXHAUST DOWN PIPE CLAMP, UNPLUGGED ACTUATOR, REMOVED OIL FEED/RETURN, REMOVED TURBO MOUNTING NUTS, DRAINED COOLANT AND REMOVED COOLANT PIPE IN FRONT OF TURBO, PULLED TURBO OUT, CLEANED MATING SURFACES, BOLTED NEW TURBO IN PLACE WITH NEW GASKET/NUTS, INSTALLED NEW O RINGS FOR OIL FEED/RETURN, PLUGGED ACTUATOR IN, CLAMPED DOWN PIPE BACK IN PLACE, PUT COOLANT PIPE ON, INSTALLED CAC AND INTAKE PIPE/FILTER ASSEMBLY, BOLTED FENDER BACK ON, FILLED WITH COOLANT,		660.00

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 WHEEL NUTS MUST BE RE TORQUED WITHIN 150KM AFTER INSTALLATION
 NO RETURNS ON SPECIAL ORDER OR ELECTRICAL COMPONENTS
 20% RE STOCKING FEE ON RETURNED PARTS WITHIN 10 DAYS
 HST#73244 5291 RT0001

Parts..... 8339.88
 Labor..... 3307.14
 Sublet..... 192.00

TERMS: DUE UPON RECEIPT, 4% Interest per month on invoices past 30 days
 No returns after 10 days or on special order parts
 No returns

Hazard Waste 0.84
 Sub Total 11839.86
 Sales Tax.... 1539.18

Authorized By _____

TOTAL Continued



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Qty	Description	Price	Amount
	STARTED TRUCK AND ENGINE LIGHT WENT OUT. FOUND FUEL LEAKING FROM PIN HOLE IN FUEL FILTER CAP, REPLACED WITH ONE WE HAD IN THE SHOP AND CLEANED FUEL OFF ENGINE/FRAME. <i>Tech 486 # 6 Id 486</i>		
1.000	IND177533-BI TURBOCHARGER	2656.47	2656.47
-1.000	CORIND177533-BI RETURN: Core TURBOCHARGER	800.00	-800.00
1.000	CORIND177533-BI Core TURBOCHARGER	800.00	800.00
1.000	IND1842623C94 TURBO MOUNTING KIT	105.33	105.33
1.000	FREIGHT FREIGHT INCOMING	100.00	100.00
	SubTotal		3521.80
	REPLACE WORN DRAG LINK UNBOLTED DRAG LINK AND DROVE OUT OF KNUCKLES, BOLTED NEW DRAG LINK IN PLACE AND INSTALLED NEW COTTER PINS/GREASED. <i>LABOR NO CHARGE Tech 486 # 6 Id 486</i>		
1.000	AUT463.DS5515 DRAG LINK	130.00	130.00
2.000	WUR471.18.212 COTTER PIN 1/8 X 2-1/2	0.26	0.52
	SubTotal		130.52
	LICENSE PLATE LIGHT OUT REMOVED LICENSE PLATE LIGHT, DRILLED HOLES AND INSTALLED NEW LED ONE, WIRED IN AND TESTED.		49.50

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Qty	Description	Price	Amount
	<i>Tech 486 # 6 Id 486</i>		
1.000	GRO60381 LICENSE LAMP LED	48.43	48.43
2.000	WUR553.9706 14-16 GA BUTT CONN UNINSULATED SEAMLESS	0.34	0.68
1.000	WUR775.0316 DUAL WALL SHRINK TUBE 3/16X6	2.03	2.03
1.000	WUR555.9102 HEAT SHRINK RING TERM 1/4"	2.67	2.67
2.000	WUR373.014 1/4 NYLON LOCKNUT	0.37	0.73
4.000	WUR422.14 SAE FLAT WASHER 1/4	0.13	0.52
2.000	WUR074.14.1 1/4-20X1 UNC HEX BOLT	0.22	0.43
	SubTotal		104.99
	REPLACE LEAKING HUB CAP PASSENGER SIDE HUB CAP WAS LEAKING, UNBOLTED AND REMOVED, CLEANED SILICONE OFF, BOLTED CAP BACK ON WITH GASKET, FILLED WITH OIL.		33.00
	<i>Tech 486 # 6 Id 486</i>		
1.000	STE3303024 HUB CAP GASKET	3.85	3.85
1.000	VALVV975 VALVOLINE 75W90 SYNPOWER	18.92	18.92
1.000	HAZVALVV975 HAZARDOUS WASTE FEE	0.16	0.16
	SubTotal		55.93

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Qty	Description	Price	Amount
	DIAGNOSE ENGINE LIGHT WHILE TAKING TRUCK IN TO GET E TEST ENGINE LIGHT CAME ON, AND AFTER BEING SHUT OFF HOT IT WOULDN'T START, SCANNED TRUCK WHEN I GOT BACK TO SHOP AND FOUND CODES FOR EGR FLOW AND ICP BELOW DESIRED LEVEL/UNABLE TO BUILD WHILE CRANKING, ORDERED BOTH EGR COOLERS AND NEW OIL INLET ADAPTERS FOR HIGH PRESSURE OIL RAIL. DRAINED COOLANT, REMOVED INTAKE FILTER HOUSING, UNBOLTED AND REMOVED EGR CROSS OVER PIPE AND REMOVED COOLANT PIPES GOING TO COOLERS, REMOVED COOLER FROM LEFT SIDE OF ENGINE, REMOVED PASSENGER SEAT AND DOG HOUSE FROM INSIDE CAB, UNBOLTED EGR COOLER FROM EXHAUST ON RIGHT SIDE AND REMOVED, REMOVED VALVE COVER, UNPLUGGED INJECTOR HARNESS AND REMOVED, UNBOLTED AND REMOVED OIL RAIL, REMOVED OIL INLET ADAPTERS FROM RAIL AND INSTALLED 6 NEW ONES COMPLETE WITH O RINGS, TORQUED TO SPEC CLEANED OUT MOUNTING HOLES ON HEAD AND INSTALLED NEW SUPPLY O RING, BOLTED RAIL BACK IN PLACE AND TORQUED, PUT INJECTOR HARNESS BACK ON AND BOLTED VALVE COVER BACK IN PLACE. FOUND EGR COOLER ON RIGHT SIDE HAD BEEN LEAKING COOLANT INTERNALLY AND COOLER ON LEFT SIDE WAS PLUGGED, CLEANED EGR CROSS OVER PIPE AND INTAKE/EXHAUST MOUNTING SURFACES, INSTALLED NEW COOLERS AND TIGHTENED CLAMPS, SWAPPED EGR VALVE TO NEW COOLER, INSTALLED ALL NEW GASKETS BOLTED CROSS OVER PIPE ON, HOOKED UP COOLANT PIPES AND INSTALLED ALL NEW HOSES/CLAMPS THAT CAME WITH KIT. PUT INTAKE BACK ON AND COOLANT BACK IN, BOLTED DOG HOUSE AND SEAT IN CAB. CRANKED TRUCK OVER A BUNCH OF TIMES AND GOT IT STARTED, LET IT RUN UP TO TEMP AND TOPPED UP COOLANT, TOOK TRUCK FOR A ROAD TEST AND GOT IT HOT ENGINE LIGHT STAYED OUT, BROUGHT BACK TO SHOP		5211.24

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	AND SHUT OFF, WENT TO START AGAIN AND IT WOULD NOT START, SAME CODES FOR ICP CAME ACTIVE WHILE CRANKING, LET TRUCK COOL OFF AND IT STARTED, PULLED IN SHOP. TRUCK WOULD NOT CRANK VERY LONG BEFORE IT NEEDED BATTERY CHARGER AND DASH LIGHTS WERE GOING OUT WHILE CRANKING AND VOLTAGE WAS DROPPING BELOW 10V. DISCONNECTED BATTERIES INSPECTED CABLES AND TESTED BATTERY'S THEY WERE GOOD, TRUCK HAD DISCONNECT SWITCH HOOKED TO GROUND SIDE I REMOVED CABLES AND HOOKED STRAIGHT TO BATTERY AND ADDED ANOTHER CABLE FROM BATTERIES TO FRAME, REMOVED CABLES FROM STARTER/CLEANED AND REPLACED GROUND CABLE FROM STARTER TO FRAME, INSPECTED CONNECTIONS AT FIRE WALL AND FOUND CAB POWER CIRCUIT BREAKER WAS VERY CORRODED AND CABLE ENDS WERE ROTTEN, REMOVED CIRCUIT BREAKER, CRIMPED NEW ENDS ON CABLES TOOK CIRCUIT BREAKER OFF TRUCK OUT BACK AND INSTALLED/HOOKED CABLES BACK UP, TRUCK CRANKED A LOT FASTER NOW OTHER THAN THE BAD SPOT IN STARTER, TOOK TRUCK FOR ANOTHER ROAD TEST WITH LAPTOP MONITORING ICP AND ICPD ON GRAPH, WHILE DRIVING CODE CAME ACTIVE FOR ICP ABOVE DESIRED WHILE WATCHING GRAPH I COULD SEE THE IPR COULD NOT CONTROL PRESSURE, BROUGHT BACK TO SHOP AND SHUT OFF, TRUCK WOULD NOT START AGAIN, DECIDED TO INSTALL A NEW IPR VALVE SINCE THE ONE ON THE TRUCK WAS NOT AN UPDATED ONE, UNPLUGGED VALVE AND REMOVED, WIRED IN NEW UPDATED PIGTAIL AND INSTALLED NEW VALVE, WHILE REPLACING I NOTICED FUEL LINE COMING OFF LIFT PUMP WAS LOOSE, REMOVED LINE AND FOUND O RING WAS DETERIORATED, INSTALLED NEW ONE AND PUT LINE BACK ON. TOOK FOR ANOTHER ROAD TEST LINES ON GRAPH WERE PERFECT COMPARED TO WITH THE OLD VALVE, BUT AFTER SHUTTING TRUCK OFF IT STILL WOULD NOT BUILD ICP,		

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Qty	Description	Price	Amount
	REMOVED OIL FEED LINE AT HEAD AND INSTALLED A HOSE WITH BALL VALVE TO PRESSURE TEST, HOOKED UP TO SHOP AIR AND COULD HEAR LEAKING UNDER VALVE COVER, REMOVED PASSENGER SEAT AND DOG HOUSE AGAIN, REMOVED VALVE COVER, FOUND THE LEAK COMING FROM NUMBER 2 AND 3 INLET ADAPTERS, REMOVED INJECTOR HARNESS, UNBOLTED AND REMOVED RAIL, INSPECTED ALL O RINGS AND THEY WERE FINE, REMOVED 2 AND 3 ADAPTERS, INSTALLED NEW O RINGS ON 2 OLD ONES AND INSTALLED IN RAIL, BOLTED RAIL BACK IN PLACE AND PRESSURIZED FOUND THERE WAS NO LEAKS, PUT HARNESS AND VALVE COVER BACK ON, LET TRUCK RUN UP TO TEMP SHUT OFF AND STILL WOULDN'T START, PRESSURE TESTED AND FOUND IT LEAKING AGAIN. PULLED VALVE COVER AND HARNESS, FOUND LEAKS COMING FROM DIFFERENT ADAPTERS, REMOVED RAIL, DECIDED TO TRY RAIL OFF OF CORE ENGINE, SWAPPED INLET ADAPTERS AND BOLTED IN PLACE, PRESSURIZED AND IT WAS STILL LEAKING, REMOVED RAIL AGAIN, INSPECTED INJECTORS COMPARED WEAR MARKS TO THE ONES IN CORE ENGINE TO WERE O RINGS SIT, USING A PICK I COULD FEEL A NOTICEABLE GROOVE COMPARED TO THE ONES IN THE CORE ENGINE, REMOVED INJECTORS FROM BOTH ENGINES, CLEANED INJECTOR HOLES, CLEANED CORE INJECTORS AND INSTALLED NEW ORINGS, INSTALLED NEW ORINGS ON INLET ADAPTERS AS WELL, INSTALLED INJECTORS/TORQUED, BOLTED RAIL BACK IN PLACE/TORQUED, PRESSURE TESTED AND NO LEAKS, PUT HARNESS AND VALVE COVER ON, REMOVED STARTER FROM CORE ENGINE AND SWAPPED WITH ONE ON THIS TRUCK. STARTED AND BACKED OUT SIDE, LET RUN UP TO TEMP SHUT TRUCK OFF AND IT STARTED BACK UP, PULLED BACK IN SHOP BOLTED DOG HOUSE/SEAT BACK IN SECURED HARNESS IN ENGINE BAY, TOOK FOR A ROAD TEST. SHUT OFF AND STARTED HOT A BUNCH OF TIMES WITH NO ISSUES OR ENGINE LIGHTS.		

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Qty	Description	Price	Amount
	<i>Tech 486 # 6 Id 486</i>		
1.000	AUT572.55315 FUEL FILTER HOUSING CAP AND GASKET	38.59	38.59
1.000	DOR904-5032 EGR COOLER	1727.33	1727.33
1.000	DFIGA605N EGR COOLER	1561.02	1561.02
1.000	FREIGHT FREIGHT INCOMING	10.00	10.00
6.000	NAV2522072C91 PUCK INJECTOR ADAPTER	99.87	599.23
1.000	FREIGHT FREIGHT INCOMING	50.00	50.00
1.000	NAV1841581C1 O-RING	8.21	8.21
1.000	CHV227811492 DELO 50/50 RED COOLANT	13.56	13.56
1.000	HAZCHV227811492 HAZARDOUS WASTE FEE	0.68	0.68
1.000	WUR536.4 SHIELD HOSE CLAMP #4	2.79	2.79
16.00	WUR0502.55314 WIRE TIE 0.19"X14.8"	0.19	3.06
1.000	WUR557.1582 1 GAGE WIRE END LUG COPPER 3/8	2.31	2.31
1.000	WUR557.1553 2 GA WIRE END LUG COPPER 3/8" HOLE	3.43	3.43
1.000	WUR775.012 DUAL WALL SHRINK TUBE WITH GLUE BLK 1/2" X 6"	3.11	3.11
2.000	WUR558.9184 10-12 RING TERM YELLOW 3/8" (M10) HOLE	0.92	1.85
1.000	WUR558.9122 RING TERM BLUE	0.49	0.49
1.000	WUR775.038 DUAL WALL SHRINK TUBE W/GLUE BLK 3/8"X6"	1.72	1.72

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Qty	Description	Price	Amount
1.000	WUR068.8..25 M8-1.25X25MM MC HEX BOLT	0.26	0.26
1.000	WUR402.8 FLAT WSH M8 X 16 X 1.6MM	1.08	1.08
1.000	WUR332.38 3/8-16 UNC HEX NUT GR8	0.12	0.12
1.000	WUR373.038 3/8-NYLON LOCK NUT	0.39	0.39
2.000	WUR422.38 SAE FLAT WASHER 3/8	0.19	0.37
1.000	WUR074.38.1 3/8-16X1 UNC HEX BOLT	0.29	0.29
1.000	NAV2501107C1 CONNECTOR IPR	97.20	97.20
2.000	NAV1812348C1 SLEEVE 3/8 - BLACK O-RING (FUEL)	8.83	17.67
1.000	NAV1889325C95 KIT, IPRV KIT	777.39	777.39
2.000	GRO825702 2/0 BATTERY CABLE	8.33	16.67
1.000	WUR422.12 SAE FLAT WASHER 1/2	0.28	0.28
1.000	WUR0502.98181 WIRE TIE 0.30"X15"	0.32	0.32
1.000	WUR553.9705 18-22 GA BUTT CONN UNINSULATED SEAMLESS	0.23	0.23
1.000	WUR557.1542 2/0 WIRE END LUG COPPER 3/8" HOLE	5.00	5.00
1.000	WUR557.1541 2/0 WIRE END LUG COPPER 1/2" HOLE	4.79	4.79
5.000	NAV1842624C92 O RING SEAL KIT	33.64	168.20
3.000	LLO51320 BRAKE CLEAN	9.93	29.79
1.000	ALLAP0025 HIGH PRESSURE OIL RAIL SEAL KIT	98.59	98.59

I authorize the above repair work, including sublet work, to be done along with necessary materials. Crossiron Truck & Equipment LTD. employees may operate above listed vehicle for purposes of testing, inspection or delivery at my own risk. An express Mechanic's Lien is acknowledged on above listed vehicle to secure the amount of repairs thereto. Crossiron Truck & Equipment LTD. will not be held responsible for loss or damage to above listed vehicle, or articles left in above listed vehicle I acknowledge receipt of a copy hereof.
 WHEEL NUTS MUST BE RE TORQUED WITHIN 150KM AFTER INSTALLATION
 NO RETURNS ON SPECIAL ORDER OR ELECTRICAL COMPONENTS
 20% RE STOCKING FEE ON RETURNED PARTS WITHIN 10 DAYS
 HST#73244 5291 RT0001

Parts..... 8339.88
 Labor..... 3307.14
 Sublet..... 192.00

TERMS: DUE UPON RECEIPT, 4% Interest per month on invoices past 30 days
 No returns after 10 days or on special order parts
 No returns

Hazard Waste 0.84
 Sub Total 11839.86
 Sales Tax.... 1539.18

Authorized By _____

TOTAL Continued



Crossiron Truck & Equipment Ltd.
 4153 ROAD 38 HARROWSMITH
 ONT CANADA K0H 1V0
 PARTS & SERVICE 613-372-6269
 AFTER HOURS 613-217-8600

INVOICE W 7484
 Date 03/31/25
 Date Open 03/06/25

Sold To : [REDACTED]	Ship To : [REDACTED]
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Written By BECKY	Terms CHGLST	Time 22:09:46	Customer Po #	Promised	Phone	Ship Via
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Unit # 2010	Plate #	Year 2010	Make INTERNATION	Model 4000 SERIES	Kilometer/Hrs 597681/0.0	VIN 1HTMMAAP8AH278576	Engine
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Qty	Description	Price	Amount
1.000	WUR555.9090 14-16 HEAT SHRINK RING TERM #8	2.39	2.39
1.000	WUR558.9164 RING TERMINAL-YELLOW 1/4" HOLE	0.95	0.95
1.000	WUR558.9031 18-22 RING TERMINAL RED 1/4" (M6)	0.62	0.62
	SubTotal		10461.22
	INVOICE ADJUSTMENT UNIT HAD UN EXPECTED ENGINE ISSUES FROM BEING PARKED FOR OVER A YEAR, COST WAS MORE THEN ANTICIPATED TO PUT VEHICLE ON THE ROAD. OFFERED TO SPLIT LABOR COST WITH CUSTOMER TO HELP WITH DOWN TIME AND ADDITIONAL COST		-3306.60
	SubTotal		-3306.60

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 Sub Total 11839.86
 Sales Tax.... 1539.18

Authorized By _____

TOTAL 13379.04