



GREATWEST KENWORTH LTD

3995 2nd AVENUE N
LETHBRIDGE, AB T1H 0C8
(403) 327-8536

*Opb-1
NOV*

Sold To: WESMAC TRUCKING LTD
236 Clearview Drive

Ship To: WESMAC TRUCKING LTD
236 Clearview Drive

CUSTOMER INVOICE

Work Order

Red Deer, AB T4E 0A1

Red Deer, AB T4E 0A1

SL7013466

Date: 04-28-26

403 352-0840

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Year	Make / Model	Serial Number	License	Mileage	Unit/Stock
2020	Kenworth / T680	1XKYDP9X9LJ360757		885034	9
Delivery Mileage	Delivery Date	Engine Model / Serial #	Transmission Model/Serial #		
	11-08-19	MX/MX-13 / Y218673	FULLER FAO16810C 10-SPEED, OD, MANUAL / N/A		
CPL/ARRG	Rear Ratio	Rear Axle Model / Serial #	Rear Axle Model / Serial # 2		

Engine Hours	Reefer Hours	Standby Hours	P.O. Number	Open Date / Time	Complete	Service Writer
12036.0			UNIT 9	03-10-26 / 01:22PM	04-27-26	KYA*KYA

Memo	Dan . 403-352-0840 dan@wesmactrucking.ca
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Tax ID Date: Tax ID:

- 1 KENWORTH PRIVILEGES PROGRAM - ** REGISTER AND SAVE EVEN MORE THROUGH THE KENWORTH LOYALTY REWARDS PROGRAM! **

- 2 STOP ENGINE LIGHT ON

CAUSE:

LOW COOLANT LEVEL

CORRECTION:

HOOKEED UP TO TRUCK, FOUND SEVERAL COUNTS FOR LOW COOLANT LEVEL. NOTED THE COOLANT SYSTEM WAS LOW AND OVER PRESSURIZING. REMOVED THE OIL FILL AND NOTED SUBSTANTIAL COOLANT VAPOURS AND CONTAMINATED OIL IN THE FILL TUBE AND DIPSTICK. RECOMMEND THE COOLANT PRESSURIZATION IS DIAGNOSED BEFORE DIAGNOSING ANYTHING ELSE.

TOTAL LABOR

84.50

- 3 DIAGNOSE LOW LEVEL COOLANT LIGHT ON

CAUSE:

COOLANT SYSTEM PRESSURIZING FROM COMBUSTION GASSED

CORRECTION:

FOUND THE COOLANT SYSTEM OVER PRESSURE CAP HAS BEEN LEAKING FOR SOME TIME. REMOVED COOLANT FILL CAP AND INSTALLED PRESSURE GUAGE. STARTED ENGINE AND COLLANT SYSTEM BUILT PRESSURE AND BLEW OFF PRESSURE WITHIN 90 SECONDS. INSTALLED A COMBUSTION GAS TESTER ONTO THE COOLANT SYSTEM AND FOUND THE SYSTEM HAD COMBUSTION GASSES ENTERING. ADVISED CUSTOMER THAT THE COOLANT IS DRAINING INTO THE OIL PAN AND COMBUSTION GASSES INTO THE COOLANT. ADVISE WE REMOVE THE OIL PAN AND INSPECT FROM THE BOTTOM SIDE.REMOVED THE OIL PAN, OIL PUMP AND BLOCK STIFFENER PLATE. PRESSURIZED THE COOLANT SYSTEM AND NOTED THE SMALL COOLANT DRIPS FROM AROUND THE #2 PUSH ROD AREA. ALSO NOTED THE CAMSHAFT HAD SOME LOBES SHOWING SUBSTANTIAL WEAR.

TOTAL LABOR

4,056.00

- 4 MANEUVER TRUCK OUT OF SHOP BAY WHILE AWAITING REPAIR PLAN DIRECTION

CAUSE:

MOVED TRUCK OUT AND INTO THE SHOP WHILE AWAITING REPAIR DIRECTION AND

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APPROVAL

CORRECTION:

AIRED UP THE TRUCK AND TOWED IT OUT AN BACK INTO THE SHOP.

TOTAL LABOR

118.30

5 REMOVE ENGINE, REPLACE CAMSHAFT & INSTALL NEW CYLINDER HEAD/NEW OIL COOLER, REINSTALL ENGINE

CAUSE:

CYLINDER HEAD BOLT BROKEN, CAUSING LEAKING COOLANT INTO OIL PAN.

CAMSHAFT LOBE FOR VARIOUS LOBES WORN, METAL TRANSFER TO TAPPETS.

CORRECTION:

DRAINED COOLANT, POWER STEERING, AND FREON. REMOVED THE AIR INTAKE ASSEMBLY AND BOTH VALVE COVERS. FOUND A CYLINDER HEAD BOLT BROKEN, REMOVED THE VALVE TRAIN ASSEMBLY AND THE PUSH RODS. REMOVED THE CYLINDER HEAD AND FOUND THE LEAK AREA AND SOME RUST FRETTING ON THE BLOCK. REMOVED THE ENGINE TO CAB HARNESS AND THE A/C HOSES. REMOVED THE RADIATOR ASSEMBLY AND SET ASIDE. REMOVED THE FRONT ENG MOUNT BOLTS AND SUPPORTED THE ENGINE. REMOVED THE CLUTCH AND BELL HOUSING BOLTS. NOTED A SMALL PIECE OF CLUTCH SPRING IN THE BELL HOUSING. REMOVED THE REAR ENGINE MOUNTS AND SLIDE THE ENG FORWARD IN THE FRAME. REMOED THE REST ON THE HOSES AND WIRING TO THE ENGINE, STARTER, ALTERNATOR, FUEL LINES. REMOVED THE ENGINE OUT AND SET ON STANDS. REMOVED ALL THE COMPONENTS OFF THE LH SIDE ON THE ENGINE AND REMOVED THE REAR STRUCTURE AND CAM TAPPET HOLD BOLTS. REMOVED ALL THE CAM TAPPETS AND INSTALLED CAM TOOL. REMOVED THE REAR GEAR TRAIN AND PULLED OUT THE CAMSHAFT. CLEANED THE REAR STRUCTURE, GEARS AND NEW CAM. INSPECTED HE CAM BEARINGS, LUBED NEW CAM AND INSTALLED. BARRED ENGINE OVER TO TDC AND ASSEMBLED THE GEAR TRAIN AND TIMED AS PER RMI PROCEDURES. REINSTALLED THE REAR STRUCTURE AND TORQUED BOLTS IN SEQUENCE AND TO SPEC. INSTALLED NEW TAPPETS AND NEW TAPPET RETAINING HARDWARE AND TORQUED TO SPEC. REASSEMBLED THE LH SIDE OF THE ENGINE AS NEW CCV FILTER WAS INSTALLED AND NEW A/C COMPRESSOR. CLEANED THE CYLINDER BLOCK DECK AND NEW CYLINDER HEAD, INSTALLED NEW GASKET AND TORQUED THE CYLINDER HEAD DOWN USING ALL NEW HEAD BOLTS AND TORQUED TO SPEC. INSTALLED AND ASSEMBLED THE FUEL SYSTEM USING ALL NEW HIGH PRESSURE LINKS AND NEW HIGH PRESSURE PUMP LINES. INSTALLED INJECTORS AND VALVE TRAIN REUSING THE PUSH RODS. PERFORMED THE OVERHEAD SET AND ADJUSTED ALL CLEARANCES. INSTALLED NEW OIL PUMP AND SUCTION SCREEN ONTO OIL PICK UP. REASSEMBLE THE BOTTOM END. LIFTED ENGINE INTO THE FRAME RAILS AND FOLLOWED SPECIFIC TORQUE PROCEDURES FOR THE REAR ENG MOUNTS, AND FRONT ENGINE MOUNTS USING ALL NEW HARDWARE. REATTACHED THE ENGINE AND THE TRANSMISSION USING ALL NEW HARDWARE. RECONNECTED THE LINES AND WIRES FROM THE CHASSIS TO THE ENGINE AND PRIMED THE FUEL SYSTEM, STEERING SYSTEM, OIL SYSTEM AND FREON. STARTED THE UNIT FOR A MINUTE, CHECKING FOR LEAKS. NONE FOUND. WASHED ENGINE AREA, TOOK UNIT FOR A DRIVE AND RECHECKED FLUID LEVELS, TOPPED UP AS REQUIRED ENSURED THERE IS NO LEAKS.

TOTAL LABOR

9,244.30

TOTAL PARTS

3,478.38

Qty	Part Number	Description	Unit	Extended
1	2134899PE	PIPE-COOLANT, COMPRESSOR	54.34	54.34
1	2102335PE	COOLANT PIPE	28.43	28.43
1	56550	50ML THREAD SEALANT	28.97	28.97
1	51031	LOCTITE 510	58.66	58.66
2	05-1867-513.356	PAINT-ENGINE HI TEMP TITA	26.17	52.34
1	2143061PE	TENSIONER-SECONDARY FAN D	427.96	427.96

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1	2299013PE	CV REPLACEMENT FILTER, MX	153.94	153.94
1	1634851PE	O-RING 13.1X1.62 COMP OIL	9.40	9.40
1	LF4313	COMPRESSOR-SHD A/C SLIMLI	341.97	341.97
1	730393ATC	WASHER-SEALING A/C #8	3.08	3.08
1	1857669PE	SET-GASKET	18.58	18.58
1	2267963PE	O-RING, 16.0 X 2.2	5.49	5.49
1	1907399PE	GASKET-AIR INTAKE	40.34	40.34
8	W34-1158	BOLT-FLANGE HEAD, M16 X 2	28.49	227.92
1	1786758PE	GASKET-TURBOCHARGER	9.17	9.17
2	730395ATC	WASHER-SEALING A/C #12	3.95	7.90
8	422-58	5/8 FLAT WASHER	0.44	3.52
4	068-16-80	M16 X 80MM	2.45	9.80
4	HWC12501	NUT-HEX SL NYL M16-2.00X1	4.89	19.56
1	2393480PE	SENSOR-POST BPV PRESSURE	201.03	201.03
1	2127357PE	SENSOR-PRESSURE, PRE TURB	204.60	204.60
3	221854-483C	CHV HAVOLINE ATF MD-3 (12	7.24	21.72
3	221854-483C&	ENV CHG	0.12	0.36
2	EC7501	COOLANT-TRP ELC 50/50 JUG	12.99	25.98
2	068-16-80	M16 X 80MM	2.45	4.90
2	HM109C16120YZ	M16X120 10.9 BOLT	8.56	17.12
4	FWMH16YZ	M16 FLAT WASHER	0.92	3.68
2	NHM109C16YZ	M16 10.9 HEX NUT	1.04	2.08
1	90-0012	CLAMP-V BAND 4/"	18.65	18.65
1	2866636CUM	GASKET, AFM DEVICE	23.37	23.37
1	2007404PE	O-RING	6.58	6.58
1	1979194PE	V-CLAMP, D=122MM	93.48	93.48
2	1865847PE	O-RING, INJECTOR	12.83	25.66
6	1638270PE	O-RING INJECTOR	12.80	76.80
5	2127551PE	RING SEAL, INJECTOR	15.41	77.05
4	1865847PE	O-RING, INJECTOR	16.64	66.56
1	2127551PE	RING SEAL, INJECTOR	19.97	19.97
1	D1030-2650	HOSE-RADIATOR #40 1 PICK=	44.34	44.34
2	D1030-3625	HOSE-HEATER #10X25' J20R3	10.44	20.88
2	9210TRP	CLAMP-HOSE W/LINER #10	3.66	7.32
1	1638270PE	O-RING INJECTOR	12.80	12.80
1	730395ATC	WASHER-SEALING A/C #12	3.95	3.95
12	EC7501	COOLANT-TRP ELC 50/50 JUG	12.99	155.88
1	1843659PE	PACCAR COOLANT FILTER	93.34	93.34
1	1843659PE&	ENV CHG	0.55	0.55
46	257004-990C	DELO 400 XLE 15W40 SYNBLE	6.34	291.64
46	257004-990C&	ENV CHG	0.06	2.76
1	P621725	PACCAR AIR ELEMENT	242.20	242.20
1	K37-1012	PACCAR FUEL ELEMENT	70.76	70.76
1	K37-1012&	EHC	0.55	0.55
2	9210TRP	CLAMP-HOSE W/LINER #10	3.66	7.32
3	HE2713	HOSE-PUSH ON #12X50' XT P	16.39	49.17
4	R134A	FREON	20.99	83.96

6 POLICY SUPPORTED PARTS LIST (NO CHARGE TO CUSTOMER)

CAUSE:

FIELD SERVICE POLICY SUPPORT PARTS (\$21,635.49)

CORRECTION:

GASKET SET, OIL COOLER

OIL COOLER, MX-13, EPA17

OIL PUMP

FUEL INJECTION PIPES

GASKET, OIL PAN

CAMSHAFT REPLACEMENT KIT

CAMSHAFT, MX-13, EPA17

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INSTALLATION KIT - MX13EP
CYLINDER HEAD, MX-13 EPA1

7 REPLACE CLUTCH AND SHAFT

CAUSE:

OLD CLUTCH DISC HAD BROKEN SPRINGS. REPLACEMENT REQUIRED

CORRECTION:

REMOVED THE CLUTCH OFF THE INPUT SHAFT AND REMOVED THE RELEASE FORK,
REMOVED THE INPUT SHAFT ASSEMBLY AND CLEANED AREA, INSTALLED NEW
INPUT SHAFT ASSEMBLY WITH NEW GASKETS AND BEARINGS REINSTALLED FORK.
INSTALLED THE NEW CLUTCH ONTO THE INPUT SHAFT.

TOTAL LABOR	354.90
TOTAL PARTS	1,649.72
TOTAL SUBLET LABOR	199.00

Qty	Part Number	Description	Unit	Extended
1	308925-25M0	REMAN INSTALLATION 1552 2	1,199.99	1,199.99
1	K2468CL	KIT-CLUTCH INSTALL	449.73	449.73
1	SUBL	SUBLET LABOR	199.00	199.00
		RESURFACE FLYWHEEL		
		SHOP SUPPLIES	450.00	
		TECHNOLOGY FEE	50.00	

	G.S.T. - REG. NO. R139766661	5 % OF 19,685.10 =	984.26	
		CUST MECH LAB-LETH	13,858.00	
		PARTS CUSTOMER R/O-LET	5,128.10	
		SUBLET SALES-LETH	199.00	
		SHOP SUPPLIES LETH	500.00	
		G.S.T. R139766661	984.26	
	14878	CHARGE	20,669.36	

I ACKNOWLEDGE THAT I WILL BE RESPONSIBLE FOR ALL COST INCURRED TO DIAGNOSE, ROAD TEST, DISMANTLE AND REASSEMBLE MY UNIT IF NO FAULT CAN BE FOUND.

THE MANUFACTURER WARRANTY CONSTITUTES ALL OF THE WARRANTIES WITH RESPECT TO THE SALE OF THIS ITEM/ITEMS. THE SELLER HEREBY EXPRESSLY DISCLAIMS ALL WARRANTIES, EITHER EXPRESSED OR IMPLIED, INCLUDING AND IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. SELLER NEITHER ASSUMES NOR AUTHORIZES ANY OTHER PERSON TO ASSUME FOR IT ANY LIABILITY IN CONNECTION WITH THE SALE OF THIS ITEM/ITEMS.

GREATWEST KENWORTH LTD. MAKES THE LIMITED WARRANTY COVERING ANY DEFECT IN WORKMANSHIP OR MATERIAL FURNISHED IN CONNECTION WITH THIS REPAIR ORDER FOR A PERIOD OF THIRTY (30) DAYS FROM THE DATE OF DELIVERY OF SAID MOTOR VEHICLE TO THE CUSTOMER/OWNER, OR 16,000 KILOMETERS WHICHEVER OCCURS FIRST.

IT IS UNDERSTOOD THAT A LIEN MAY BE PLACED THEREON FOR THE AMOUNT DUE IN CASE THE VEHICLE REPAIRS ARE NOT PAID IN FULL.

Customer: X _____ Date: _____

BALZAC -- CALGARY -- CLAIRMONT -- FOX CREEK -- LETHBRIDGE -- MEDICINE HAT -- RED DEER