

A31-2
NOV**Ascent Transport- NISKU**

1901 5th Street
 Nisku, AB T9E 7V7, CA
 service@ascenttransport.com
 780-979-0679

Invoice: **NIS-121361**Date: **8/1/2026**

Bill To
 Ascent Transport Ltd.

Ship To
 Ascent Transport
 Ltd.
 1901 5th Street
 1901 5th Street
 Nisku, AB T9E
 7V7, CA

Remit Payment To
 Ascent Transport Ltd. Head
 Office- Nisku Branch
 1901 5th Street
 Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-16873	Net 30	8/31/2026	David Wetsch		#31

Item	Description	Quantity	Rate	Amount
Complaint: DRIVER COMPLAINT- ALTERNATOR @ JBS				
Cause: Customer request				
Labor	Correction: Chassis / Chassis / DRIVER COMPLAINT- ALTERNATOR @ JBS SEE ATTACHMENT FOR DETAILS			\$0.00
Parts	JBS INVOICE - INV-47908	1.00000	\$1,261.05	\$1,261.05
			-13% \$1,450.21	\$1,450.21
Subtotal				\$1,261.05

Unit: #31 VIN: 1XKWD40X0MR976269
2021 Kenworth W900
APU: 0 Hours
Chassis: 617,892.86 Kilometers
Engine: 16,722.23 Hours

Parts	\$1,261.05
Pre-Charge Subtotal	\$1,261.05
Exempt (0% of \$0.00)	\$0.00
Total	\$1,261.05
Payments & Credits	\$0.00
Balance Due	\$1,261.05

Total Savings: \$189.16

Thank you for your business — we appreciate your prompt payment.

Payment is due upon receipt for customers without an approved account.

Accepted payment methods:

- EFT
- Cheque
- Interac e-transfer to accounting@ascenttransport.com

Please note: A 4% processing fee applies to all payments made by Visa or Mastercard.

Ascent Transport- NISKU
 1901 5th Street
 Nisku, AB T9E 7V7, CA
 service@ascenttransport.com
 780-979-0679



Invoice: NIS-120075
Date: 3/26/2026

Bill To
 Ascent Transport Ltd.

Ship To
 Ascent Transport
 Ltd.
 1901 5th Street
 1901 5th Street
 Nisku, AB T9E
 7V7, CA

Remit Payment To
 Ascent Transport Ltd. Head
 Office- Nisku Branch
 1901 5th Street
 Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-15927	Net 30	4/25/2026	David Wetsch		#31

Item	Description	Quantity	Rate	Amount
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PM: 300 HR WET SERVICE/NO FUEL

Cause: Customer request

(PM)

Labor	Correction:			\$298.00
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Engine / Lubrication / -PERFORMED WET SERVICE.
 -DRAINED OIL AND REMOVED OIL FILTER.
 -PRE-FILLED NEW FILTER AND INSTALLED.
 -FILLED UNIT WITH OIL.
 -TOOK MEASUREMENTS AND FILLED OUT PAPERWORK.
 -OIL SAMPLE# 26007U67978
 -TASK COMPLETE.

DEFECTS

-SHOCKER PASS NOT WORKING.

Item	Description	Quantity	Rate	Amount
	STROKES			
	AXLE#1 -RIGHT-31MM LEFT-31MM			
	AXLE#2 -RIGHT-31MM LEFT 31MM			
	AXLE#3 -RIGHT-31MM LEFT-31MM			
Parts	FILTER, OIL SPIN-ON, NANONET - LF14001NNFLG	1.00000	\$95.57	\$95.57
Parts	OIL ANALYSIS KIT - CC2543FLG	1.00000	\$28.66	\$28.66
Parts	OIL, ENGINE 10W30 : 1300 DELVAC SUPER - BULK - MOBIL10W30	44.00000	\$4.32	\$190.08
Parts	GREASE, MOBIL XHP222 LITHIUM COMPLEX - TUBE (BLUE) - XHP222	1.00000	\$6.23	\$6.23
Subtotal				\$618.54

Complaint: REMOVE FAN HUB, REBUILD, AND REINSTALL

Cause: DRIVER COMPLAINT- SLOW AIR LEAK, MIGHT BE ON TRAILER -- FAULT: FAN HUB LEAKING

Labor	Correction: Chassis / Chassis / - BEGAN REMOVING ALL ACCESORIES FOR FAN HUB REMOVAL - REMOVED CAC PIPING AND RAD SIDE SUPPORTS, LOOSEENED LOWER RAD NUTS - UNBOLTED FAN SHROUD AND FAN BLADE. LEFT LOOSE IN PLACE JUST SET OUT OF THE WAY - REMOVED FAN HUB AND SET UP IN THE VICE FOR REBUILD - BEGAN REBUILDING FAN HUB - REMOVED HUBS BEARINGS AND REPLACED WITH THE PROPER COMPONENTS - REPLACED AIR VALVE, GREASED O-RING BEFORE INSTALLING. - REASSEMBLED HUB AND TORQUED TO SPEC - BENCH TESTED WITH SHOP AIR TO ENSURE HUB RELEASES, IT DID WITH NO AIR LEAKS - BOLTED HUB MOUNT BACK TO THE BLOCK AND TORQUED BOLTS TO 85 FT/LBS - RECONNECTED AIRLINE TO FAN HUB - REINSTALLED FAN BELT BEFORE REINSTALLING THE FAN BLADE - TORQUED FAN BOLTS TO 35 FT/LBS AS PER THE HUB REBUILD INSTRUCTIONS, MARKED ALL BOLTS TORQUED - RECONNECTED ALL DISCONNECTED COMPONENTS, RAD SUPPORTS, CAC PIPING, FAN SHROUD SUPPORTS. - ZIPTIED ANY LINES THAT WERE LOOSE, RECONNECTED THE CLAMP FOR UPPER RAD HOSE - FIRED UP ENGINE AND CONFIRMED HUB RELEASED ON IT'S OWN. FUNCTIONING PROPERLY - SHUT ENGINE DOWN AND LISTENED FOR ANY LEAKS, NONE TO BE HEARD			\$894.00
Parts	REBUILD FAN HUB KIT - 14-500	1.00000	\$745.85	\$745.85
Parts	ZIPTIE, 11-3/4" BLACK - 83-6021	20.00000	\$0.07	\$1.40
Subtotal				\$1,641.25

Complaint: DRIVER COMPLAINT- FRIDGE NOT WORKING

Item	Description	Quantity	Rate	Amount
Cause: CUSTOMER REQUEST				
(Inspection)				
Labor	Correction: Chassis / Chassis / - INSPECTED AND FOUND THE FRIDGE COOL BUT NOT COLD. - PUT THERMOSTAT IN FRIDGE AND MADE SURE ALL WAS TURNED ON WHILE RUNNING AFTERTREATMENT DIAG. - FIRED UP THE TRUCK TO LET THE BATTERIES CHARGE, TURNED THE TRUCK OFF, AND INSPECTED THE FRIDGE - FRIDGE WAS HUMID, NOT COOL. ALL THE DRIVERS' FOOD WAS STARTING TO ROT IN THE FRIDGE, SO PULLED IT OUT AND CHECKED THE TEMP SWITCH - NO SIGNS OF POWER AT THE FRIDGE, CHECKED BUNK FOR A FRIDGE SWITCH TO ENSURE IT WAS ON, FOUND THE "REFRIDGE" SWITCH WAS OFF - TURNED SWITCH ON AND A GREEN LIGHT CAME ON IN THE FRIDGE, CRANKED TEMP TO LOWEST SETTING AND LET SIT - GREEN LIGHT WAS OUT, AND THE FRIDGE SEEMS AS WARM AS IT WAS BEFORE - FIRED THE TRUCK UP AGAIN AND THE LIGHT CAME BACK ON, TURNED THE TRUCK OFF AND THE LIGHT WENT OUT. - TURNED POWER INVERTER ON AND OFF TO SEE IF THAT WOULD TURN THE FRIDGE BACK ON, BUT IT MADE NO DIFFERENCE - KEPT SEEING THE LITTLE GREEN INDICATOR LIGHT GO ON AND OFF, BUT VERY DIM. SUSPECTING THE FRIDGE ISN'T RECEIVING ENOUGH VOLTAGE - PULLED FRIDGE OUT AND SET ON THE FENDER, BROUGHT AN OLD BATTERY OVER FROM PARTS, AND HOOKED UP TO THE FRIDGE TO BENCH TEST - FRIDGE TURNED ON RIGHT AWAY, AND COMPRESSOR STARTED RUNNING. LEFT FRIDGE DOOR CLOSED FOR NOW - WENT IN SLEEPER TO CHECK VOLTAGE OUTPUT AT THE CONNECTOR, - SEEING 3.93 VOLTS WITH THE KEY OFF, 4.48 VOLTS WITH THE KEY ON, AND 4.73 VOLTS WITH THE ENGINE RUNNING. - INSPECTED PIGTAIL HARNESS FOR BREAKS IN THE WIRING, COULDN'T SEE ANYTHING OBVIOUS - VERIFIED GROUND AT PIGTAIL WAS SOLID, RAN 12 VOLT BATTERY POWER TO A TESTLIGHT AND CONNECTED TO THE PIGTAIL GROUND WIRE, THE INCANDESCENT BULB LIT UP NORMALLY - REMOVED THE CIGARETTE LIGHTER PANEL TO INSPECT WIRING. WIRING APPEARS TO BE TIED IN WITH THE 12-VOLT CIGAR PLUG INS. CHECKED FOR POWER AT THE CIGARETTE OUTLETS AND SEEING THE SAME OUTPUT VOLTAGE THERE AS WE ARE THE FRIDGE PIGTAIL. - ALSO KEPT NOTICING THE ALARM CLOCK WAS INTERMITTENTLY COMING ON AND OFF. - CHECKED POWER OUTPUT TO THE FRIDGE SWITCH MOUNTED ON THE OTHER SIDE OF THE SLEEPER, MOST WE SAW THERE WAS 10 VOLTS. - CONFIRMED OUR ISSUE IS RELATED TO THE LACK OF INPUT POWER FOR ALL SLEEPER ACCESSORIES. - CHECKED AT THE FUSE TO SEE WHAT READINGS I COULD GET, - READ 12.60v THROUGH MY MULTIMETER. CHECKED THE GROUND SIDE OF THE FUSE BLOCK BUT WAS READING OL			\$894.00

Item	Description	Quantity	Rate	Amount
	- CHECKED AGAIN, GOING FROM GROUND SLOT ON THE FUSE BLOCK TO CHASSIS GROUND ON THE FRAME, STILL READING OL - CHECKED INPUT POWER TO THE FRIDGE SWITCH AND USED THE SWITCHES' GROUND AS WELL. SAW 10 VOLTS. - DROPPING 2 VOLTS SOMEWHERE BETWEEN THE SWITCH HERE AND THE FUSE BLOCK - CHECKED CONNECTIONS AT THE NITE SWITCH AS PER IANS REQUEST, APPEARED OKAY. REMOVED EYLETTS FROM SWITCH AND CLEANED OFF ANY DEBRIS - RECONNECTED EYLETTS TO THEIR RESPECTED POSTS ON THE SWITCH. FRIED TRUCK UP AND CHECKED FOR VOLTAGE AT PIGTAIL AGAIN. STILL BETWEEN 9.5 & 10.5V. - CHECKED THE WIRE FROM THE FUSE PANEL GOING TO THE FRIDGE SWITCH FOR CONTINUITY, SHOWING LITTLE TO NO RESISTANCE. STILL SUSPECTING THIS IS WHERE WE'RE DROPPING 2 VOLTS - CHECKED FRIDGE SWITCH FOR ANY RESISTANCE, WAS FINE, NO ISSUES WITH THE SWITCH. - RECIEVED MORE SCHEMATICS, HAD IAN HELP LOCATE THE HARNESS - FOUND THE BUNDLE OF WIRES FEEDING INTO THE SLEEPER THAT CONTAINS OUR POWER WIRE - DISCONNECTED POWER WIRE AT THE CONNECTION POINT AND CHECKED FOR VOLTAGE AT THE CONNECTOR - SAW 13.5 VOLTS AT THE MULTIMETER WHEN GROUNDING TO THE BATTERY. THIS CONFIRMS OUR ISSUE IS SOMEWHERE IN THE SLEEPER WIRING HARNESS - CLEANED UP CHASSIS FUSE BOX GROUND AS PER IANS REQUEST, ALSO CLEANED ANOTHER CONNECTOR HE FOUND NEAR THE FIREWALL THAT NEEDED ATTENTION. - AFTER CLEANING WENT BACK TO TESTING THE HOT WIRE FEEDING TO THE SWITCH. - CHECKED FOR CONTINUITY, NO RESISTANCE. - PLUGGED CONNECTOR BACK IN AND CHECKED VOLTAGE AT THE FRIDGE SWITCH, STILL ONLY 9-10 VOLTS - TRIED CONNECTING A LOAD TO THE CIRCUIT TO SEE HOW IT WOULD BEHAVE. MY LIGHT NEVER EVEN FLICKERED. - VERIFIED ALL MY CONNECTIONS WERE GOOD AND CHECKED AGAIN, THIS TIME CHECKING FOR THE VOLTAGE DROPPED ACROSS THE LIGHT, NO VOLTAGE. - CHECKED FOR VOLTAGE AT THE FRIDGE SWITCH TERMINALS, WAS ONLY GETTING 4-5 VOLTS. THINKING THIS COULD BE JUST THE LVD CAUSING THE VOLTAGE TO DROP. - FIRED TRUCK UP AND CHECKED VOLTAGE TO CIRCUIT WHILE ENGINE WAS RUNNING. STILL ONLY 4-5 VOLTS SO SOMETHING IS OFF HERE - INITIALLY I SAW 4-5 VOLTS BUT HAVENT SEEN IT AGAIN - CHECKED FOR VOLTAGE AT THE OUTSIDE CONNECTOR PLUG WHERE WE HAVE BEEN TESTING, STILL WAS SEEING 12 VOLTS - DOUBLE CHECKED AND THE VOLTAGE WAS BOUNCING AROUND AND DROPPING OFF IN A SUSPICIOUS WAY. MOVED HARNESS WHILE CHECKING FOR VOLTAGE. READINGS WERE ALL OVER THE PLACE, SO WE HAVE AN ISSUE IN THE HARNESS BUNDLE			

Item	Description	Quantity	Rate	Amount
	- INSPECTED BUNDLOE FOR OBVIOUS RUB THROUGHS LOOKS LIKE IT COULD BE RUBBED THROUGH NEAR THE FRAME BUT NOT A LOT OF ROOM TO INSPECT BEHIND THE FRAME - MARKED THE CONNECTORS LEADING INTO THE SLEEPER SO I CAN PLUG THEM IN EASILY - PULLED HARNESS BACK FROM THE FRAME AND INSPECTED FOR RUBS, FOUND A MASSIVE SPOT WITH GREEN CORROSION AND WHAT LOOKS LIKE MULTIPLE RUBBED THROUGH WIRES. - UNDERSIDE OF THE TRUCK WAS COVERED IN DIRT, SO USED MY BLOW GUN TO CLEAR OUT AS MUCH AS I COULD - UNWRAPPED HARNESS AT RUBBED THROUGH SECTION AND ACCESSED DAMAGE. 4 OR 5 WIRES THAT WILL NEED TO BE RESPLICED - CUT AFFECTED WIRES AND USED ACID TO PRESERVE AS MUCH WIRE END AS I COULD TO NOT AFFECT THE LENGTH OF THE HARNESS - RECONNECTED ALL AFFECTED WIRES, PROTECTED ALL WITH HEAT SHRINK. TAPED REPAIRED SECTION WITH ELECTRICAL TAPE TO PREVENT RUBBING BETWEEN ANY OF THE REPAIRS. - TAPED AND ZIPTIED ENTIRE HARNESS BACK TO THE CONNECTORS. USED HOCKEY TAPE AS THE OUTER LAYER, ZIPTIED BUNDLE UP WHERE IT WAS BEFORE. - USED A PIECE OF HEATER HOSE AND ZIPTIED IT AROUND THE BUNDLE OF WIRES WHERE IT FEEDS OVER THE FRAME TO PREVENT RUBBING IN THE FUTURE. - PULLED CONNECTORS OUT FROM THE FRAME BACK TO WHERE THE SLEEPER CONNECTORS ARE, ZIPTIED UP IN PLACE, USED THE OEM WRAP AND PROTECTED CABLES WITH THAT, ENSURED THERE WERE NO LOOSE UNSECURED WIRES THAT COULD RUB THROUGH IN THE FUTURE (SEE ATTACHED IMAGE) - VERIFIED 12 VOLTS OF POWER AT THE FRIDGE SWITCH, WAS SEEING 0 VOLTS, CHECKED THE FUSE AND IT POPPED SO REPLACED IT AND CHECKED AGAIN AND WAS SEEING 12 VOLTS THAT TIME. - CHECKED AT THE CIGAR LIGHTERS AND FRIDGE PIGTAIL AND THEY WERE ALSO ALL RECEIVING. FULL 12 VOLTS - REINSTALLED FRIDGE AND SIDE PANELS IN SLEEPER			
Parts	FUSE, 30A ATC - PATC-30	1.00000	\$0.41	\$0.41
Subtotal				\$894.41

Complaint: DRIVER COMPLAINT- POWER OUTLETS AT FOOT OF BED NOT WORKING, ALL WENT OUT AT THE SAME TIME

Cause: DAMAGED CORD END.

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Lighting & Electrical / -INSPECTED FOR POWER OUTLET AT THE FOOT OF BED NOT WORKING. -OUTLET IS JUST A CORD PLUGGED INTO INVERTOR AS THERE ARE NO ACTUAL OUTLETS IN UNIT. -CONFIRMED CIGARETTE POWER PORTS ARE ,WORKING. -CONFIRMED INVERTER TURNING ON AND OFF CORRECTLY. -TESTED CORD, WHEN PLUGGING INTO CORD IT SHORTS OUT. -REMOVED CORD. -REPAIRED THE END AND MADE AN EXTRA CORD SO DRIVER HAS MORE THAN ONE OUTLET. -ROUTED CORDS IN UNIT.			\$298.00
Parts	3 PRONG ELECTRICAL PLUG FEMALE - 4887	2.00000	\$8.16	\$16.32
Parts	3 PRONG MALE LECTRICAL PLUG - 4867	1.00000	\$4.21	\$4.21
Parts	WIRE, 14GA / 3WIRE-LOW TEMP - 82-5823	5.00000	\$0.96	\$4.80
Subtotal				\$323.33

Complaint: DRIVER COMPLAINT- CHAIN HANGER NOT SLIDING, CAN NOT GET CHAINS OFF WITHOUT BEATING IT

Cause: DRIVER HANGING ALL CHAINS ON ONE SIDE

(Inspection)

Labor	Correction: Chassis / Chassis / -WENT TO INSPECT SLIDING CHAIN HANGER. -FOUND DRIVER HANGING ALL CHAINS ON ONE SIDE, CAUSING SLIDE TO BIND UP. -HAD TO GET HANGER SLID OUT USING PRYBAR AND HAMMER. -REMOVED ALL CHAINS AND CLEANED AND LUBED SLIDE. -HUNG UP ALL CHAINS AGAIN EVENLY ON BOTH SIDES OF HANGER. -TESTED OPERATION, WITH ALL CHAINS HUNG SLIDE NOW WORKS SMOOTHLY..			\$149.00
Subtotal				\$149.00

Complaint: DRIVER COMPLAINT- FUEL TANK PASSOVER NOT PASSING OVER, ONE TANK WILL COMPLETELY DRAIN FIRST

Cause: PLUGGED TANK VENTS

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Chassis / -INSPECTED FOR FUEL TANKS NOT TRANSFERRING PROPERLY. -PASSENGER TANK LESS THAN DRIVERS' BUT NOT BY MUCH. -INSPECTED TRANSFER LINES FOR KINKS, NONE FOUND. -INSPECTED TANK VENTS AND FOUND BOTH PLUGGED. -REMOVED VENT FROM TANK AND CONFIRMED VENTS NOT STICKING. -BLEW OUT VENT LINES AND REINSTALLED VENTS AND LINES.			\$149.00
			Subtotal	\$149.00

Complaint: DRIVER COMPLAINT- WINDSHIELD CRACKED**Cause:** Customer request

(Inspection)

Labor	Correction: Chassis / Chassis / - REMOVED SUN VISOR - REMOVED OLD WINDSHIELD - CLEANED OUT SEAL OF DUST - INSTALLED NEW WINDSHIELD AND STRIP - REINSTALLED SUN VISOR - CLEANED WINDSHIELD INSIDE AND OUT			\$74.50
Parts	CURVED WINDSHIELD DRIVER SIDE - DW1164-30	1.00000	\$58.25	\$58.25
			Subtotal	\$132.75

Complaint: DRIVER COMPLAINT-TRUCK IS SAYING SOOT LEVEL HIGH REGEN NEEDED. I PRESS AND HOLD THE START BUTTON AND NOTHING'S HAPPENING. I'VE TRIPLE CHECKED EVERYTHING THE PARKING BRAKES ON IT'S IN NEUTRAL I'M NOT TOUCHING THE PEDALS. IT'S AT REGULAR IDLE. THE START BUTTON I PRESS AND HOLD FOR ABOUT 5 SECONDS I'VE TRIED FOR 10 SECONDS AND 20, NOTHING'S HAPPENING

Cause: CUSTOMER REQUEST

(Inspection)

Labor	Correction: Chassis / Chassis / -HOOKED UP TO INSITE AND CHECKED CODES, NO ACTIVE CODES FOR REGEN ISSUES. -CHECKED SOOT LOAD, DIFERENTIAL PRESSURE AND FILTER ASH LOAD. -SOOT LOAD-1.09 OZ DIFERENTIAL PRESSURE-.07INHG ASH LOAD-41.6% -PERFORMED REGEN. -REGEN COMPLETED. -SOOT LOAD 0.02OZ ALL LOOKED OK AFTER REGEN, UNIT GOOD TO GO BACK TO SERVICE			\$186.25
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Item	Description	Quantity	Rate	Amount
			Subtotal	\$186.25

Complaint: SHOCKER PASS NOT WORKING

Cause: TRIGGER STICKING

(Procedure)

Labor	Correction:			\$119.20
	Engine / Air Intake / Induction / - OLD STYLE SHOCKER PASS IS NOT RELEASING BECAUSE THE TRIGGER AND KNOB HAVE A GROOVE WORN IN, CAUSING THE TRIGGER TO STICK			
	- REMOVED TRIGGER AND KNOB AND WENT TO PARTS FOR REPLACEMENT			
	- WAS ABLE TO GET A NEW KNOB BUT HAD TO REUSE THE TRIGGER			
	- CLEANED UP THE TRIGGER ON BENCH GRINDER AND GROUND AWAY THE GROOVE			
	- REASSEMBLED KNOB AND TRIGGER ASSEMBLY, TESTED SOLENOID, WORKING GOOD NOW			
	- LUBRICATED ALL MOVING COMPONENTS AND TRIGGER & KNOB ASSEMBLY TO PREVENT STICKING IN THE FUTURE			
Parts	KNOB, ROTARY VALVE (SHOCKER) BLUE - VB-0003	1.00000	\$98.67	\$98.67
			Subtotal	\$217.87

Complaint: REMOUNT DRIVING LIGHT SWITCH

Cause: PULLED OFF

(Inspection)

Labor	Correction:			\$74.50
	Chassis / Cab Hardware / - REMOUNTED SWITCH WITH 3M			
	- SECURED THE EXCESS CABLE TO THE COLOUMN WITH CABLE TIES			
Parts	ZIPTIE MOUNT - 83-6033PK	3.00000	\$0.25	\$0.75
Parts	ZIPTIE, 8" BLACK - 83-6019	3.00000	\$0.04	\$0.12
			Subtotal	\$75.37

Complaint: REPLACE #1 AXLE RIGHT SLACK GREASE NIPPLE

Cause: BROKEN OFF

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Air Brake / - REPLACED GREASE NIPPLE WITH NEW ONE - HAD TO HEAT THE OLD NIPPLE TO PREVENT IT FROM BREAKING OFF, EVENTUALLY GOT IT OUT IN ONE PEICE - INSTALLED NEW GREASE NIPPLE WITH ANTI-SEIZE, GREASED SLACK.			\$74.50
Parts	GREASE FITTING, M10 X 1 90° - 30-3470	1.00000	\$0.55	\$0.55
			Subtotal	\$75.05

Complaint: ADJUST BUMPER LATCH

Cause: TIGHT LATCHING

(Inspection)

Labor	Correction: Chassis / Cab Hardware / - ADJUSTED BUMPER LATCH TOWARDS THE ENGINE SO THAT IT COULD LATCH - LUBRICATED LATCHES AND TESTED, LATCHING EASILY NOW.			\$74.50
			Subtotal	\$74.50

Unit: #31 VIN: 1XKWD40X0MR976269

2021 Kenworth W900

APU: 0 Hours

Chassis: 566,743 Kilometers

Engine: 15,314.60 Hours

Labor	\$3,285.45
Parts	\$1,251.87
Pre-Charge Subtotal	\$4,537.32
Exempt (0% of \$0.00)	\$0.00
Total	\$4,537.32
Payments & Credits	\$0.00
Balance Due	\$4,537.32

Thank you for your business — we appreciate your prompt payment.

Payment is due upon receipt for customers without an approved account.

Accepted payment methods:

Ascent Transport- NISKU

1901 5th Street
 Nisku, AB T9E 7V7, CA
 d.wetsch@ascenttransport.com
 780-979-0679

Invoice: **NIS-118562**Date: **11/1/2025**

Bill To
 Ascent Transport Ltd.

P: 780-608-6428

Ship To
 Ascent Transport
 Ltd.
 1901 5th Street
 1901 5th Street
 Nisku, AB T9E
 7V7, CA

Remit Payment To
 Ascent Transport Ltd. Head
 Office- Nisku Branch
 1901 5th Street
 Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-14562	Net 30	12/1/2025	David Wetsch		#31

Item	Description	Quantity	Rate	Amount
Inspection				
Labor	Quality Control: Free post service inspection	0.00000		\$0.00
			Subtotal	\$0.00

PM: 300 HR WET SERVICE/WITH FUEL**Cause:** Customer request

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Engine / Lubrication / SERVICE & INSPECTION. NOTED FAULTS FOUND: POS AIR SHUT OFF SIEZED 5TH WHEEL TIGHT ADJUST AND INSPECT DRIVE BRAKES - ALL ARE AT 2" MAXIMUM BRAKE STROKE BAD AIR LEAK BELOW CAB ADVISE: -WASH - VERY MUDDY, FRAME RAILS AND DRIVE TRAIN CAKED WITH MUD -ALL REAR TRANSVERSE TORQUE ARMS HAVE BUSHINGS PUSHED OUT -CHAIN HANGAR SIEZED* -TRANS PTO COVER SWEATING (LVL 1) DRIVER TO MONITOR -REAR RIGHT BRAKE LININGS AT 10MM - MONITOR FOR NEXT SERVICE - TIRES TO BE REPLACED: ALL DRIVES - TIRE LOCATIONS: - PEFORMED - TIRE TYPE & SIZE: - - BRAKE STROKES: LHS#1: 1.5" /// RHS#1: 1.5" LHS#2: 2" /// RHS#2: 2" LHS#3: 2" /// RHS#3: 2" - BRAKE SHOES: LHS#1: MM /// RHS#1: MM LHS#2: 14MM /// RHS#2: 14MM LHS#3: 12MM /// RHS#3: 10MM - TIRE TREADS: LHS#1: OUTER: 8MM /// RHS#1: INNER: 8MM - LHS#2: OUTER: 3MM - INNER: 3MM /// RHS#2: INNER: 3MM - OUTER: 3MM LHS#3: OUTER: 7MM - INNER: 3MM /// RHS#3: INNER: 3MM - OUTER: 7MM - ALL TIRE PRESSURES AT 100 PSI.	2.00000	\$149.00	\$298.00
Parts	FILTER, OIL SPIN-ON, NANONET - LF14001NNFLG	1.00000	\$95.57	\$95.57
Parts	OIL ANALYSIS KIT - CC2543FLG	1.00000	\$28.47	\$28.47

Item	Description	Quantity	Rate	Amount
Parts	BULK-10W30 MOBIL 1300 DELVAC SUPER - MOBIL10W30	44.00000	\$4.32	\$190.08
Parts	FILTER, FUEL-CUMMINS ISX SECONDARY SPIN ON - FF5825NN	1.00000	\$75.85	\$75.85
Parts	FILTER, FUEL/WATER SEPARATOR (K37-1029) - FS20172FLG	1.00000	\$67.79	\$67.79
Parts	GREASE, MOBIL XHP322 MINE - TUBE (GRAY-BLACK) - XHP322	1.00000	\$5.58875	\$5.59
Parts	GREASE, MOBIL XHP222 LITHIUM COMPLEX - TUBE (BLUE) - XHP222	1.00000	\$6.2283	\$6.23
			Subtotal	\$767.58

Complaint: DRIVER COMPLAINT- REINSTALL PASSENGER SEAT**Cause:** Customer request

Labor		2.95000	\$149.00	\$439.55
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Correction:

Chassis / Chassis / REINSTALLED SEAT.
 AIRLINE TOO SHORT - ADDED LINE
 SEAT WOULDN'T RAISE
 UNDER CAB WAS ANOTHER LEAK/PINCH
 REMOVED SIDE PANEL - BOLTS STRIPPED - REPLACED
 FOUND AIR LEAK, REPAIRED
 TIGHTENED DOWN SEAT
 REASSEMBLED

-WENT TO REINSTALL SEAT BELT HARDWARE.
 -FOUND ANCHOR STRAPS TO SEAT MISSING.
 -DON'T HAVE CORRECT STRAPS.
 - INSTALLED THE NEW STRAPS
 - HAD TO BURR BIT THE ONE HOLE TO FIT THE BOLT
 - ALL GOOD NOW
 - CLEANED UP TOOLS

Parts	WASHER, FLAT 3/8" Gr8 PLATED - 8WS-038	2.00000	\$0.114	\$0.23
Parts	WASHER, FLAT 1/4" Gr8 PLATED - 8WS-025	6.00000	\$0.082	\$0.49
Parts	HEX BOLT, M8-1.25 x 40MM MC FT 10.9 - 056.8..40	2.00000	\$0.17	\$0.34
Parts	AIR BRAKE PUSH COUPLER. DOT NYLON 1/4" TUBE - PC1462-4	2.00000	\$7.05	\$14.10
Parts	SYNFLEX TUBING, 1/4" BLACK - C64BK	2.00000	\$0.4493	\$0.90

Item	Description	Quantity	Rate	Amount
Parts	FITTING, 1/4 SYNPLEX X 3/8 NPT - 1468-4C	1.00000	\$2.40	\$2.40
Parts	BELT-TETHER SUSPENSION SEAT - S84-1026	2.00000	\$74.33	\$148.66
			Subtotal	\$606.67

Complaint: DRIVER COMPLAINT- DR STEERING TO THE RIGHT, DOES NOT HAVE MUCH TURNING RADIUS

Cause: ADVISE ROAD TEST TO VERIFY COMPLAINT - TURN RADIUS LOCK TO LOCK IS AT SPEC

CHECK FOR STEERING WHEEL STRAIGHTNESS AND TURN RADIUS

(Inspection)

Labor		0.35000	\$149.00	\$52.15
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Correction:

Chassis / Steering / DRIVER COMPLAINT- DR STEERING TO THE RIGHT, DOES NOT HAVE MUCH TURNING RADIUS
ISSUE IS IN STEERING BOX WILL NOT BE DONE AT THIS TIME

Subtotal **\$52.15**

Complaint: DRIVER COMPLAINT- DRIVES WORN

Cause: Customer request

(Inspection)

Labor		0.00000		\$0.00
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Correction:

Chassis / Tire & Wheels / DRIVER COMPLAINT-DRIVES WORN
8 TIRE CHANGEOVER
FT NISKU
REPAIR COMPLETE

Labor	Change-Over Commercial Truck (Over 19.5")	8.00000	\$46.44	\$371.52
Parts	TIRE, RECAP 11R245 PC ARMOR MAX ESD - DRIVE - 254090597	8.00000	\$359.99	\$2,879.92
Parts	Commercial Truck Valve Stem - VS032	8.00000	\$9.95	\$79.60
Parts	SHOP SUPPLIES - SHOP	1.00000	\$30.96	\$30.96
			Subtotal	\$3,362.00

Complaint: DRIVER COMPLAINT-BUNK HEATER WILL NOT TURN ON NO POWER GOING TO CONTROLLER

Cause: Customer request

Item	Description	Quantity	Rate	Amount
(Inspection)				
Labor		0.18000	\$149.00	\$26.82
	Correction:			
	Chassis / Air Conditioning & Heating / POWER GOING TO CONTROLLER, WORKS PROPER			
Parts	WIRE, 14GA / 3WIRE-LOW TEMP - 82-5823	13.00000	\$0.9576	\$12.45
Parts	LOOM, SPLIT 3/8" - 83-8000	13.00000	\$0.31306	\$4.07
Subtotal				\$43.34

Complaint: DRIVER COMPLAINT-ENGINE THERMOSTAT WILL NOT GO BELOW 200 FAN CUTS IN STEADY AT 205

Cause: Customer request

(Inspection)

Labor		7.00000	\$149.00	\$1,043.00
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Correction:

Engine / Cooling / -INSPECTED RAD TO MAKE SURE IT WAS NOT PLUGGED AND HAD GOOD FLOW.
 -RAN UNIT UP TO TEMP, FAN KICKS ON AROUND 205 AND DROPS TEMP AROUND 170.
 -ONCE FAN SHUTS OFF TEMP RISES BACK TO 200 WAY TOO QUICKLY.
 -FOUND LEAKS IN COOLANT SYSTEM AND SYSTEM NOT PRESSURING UP.
 -WATER PUMP REPLACED RECENTLY AND NOT LEAKING.
 -POSSIBLE STICKY THERMOSTAT.
 -ORDERED THERMOSTAT.
 -DRAINED COOLANT FROM UNIT.
 -DISCONNECTED UPPER RAD HOSE AND REMOVED THERMOSTAT HOUSING.
 -REPLACED SEAL IN HOUSING AND THERMOSTAT.
 REINSTALLED HOUSING WITH NEW GASKET AND RECONNECTED UPPER HOSE.
 -REFILLED COOLANT, WASHED OFF ENGINE AND RAN UP.
 -ENGINE STILL GOES ABOVE 200 IN HIGH IDLE.
 -HOOKED UP TO INSITE AND CHECKED CODES, FOUND MULTIPLE COUNTS OF INACTIVE HIGH COOLANT TEMP CODES.
 -WILL NEED TO DIAG FURTHER.
 -INSPECTED FURTHER, USING A MIRROR CHECKED BETWEEN RAD AND CAC AND FOUND RAD PLUGGED FULL.
 -MOVED UNIT TO WASH BAY.
 -UNBOLTED FRONT SHROUD AND AC CONDENSER AND MOVED OUT OF THE WAY.
 -DISCONNECTED CAC PIPING AND REMOVED CAC FROM UNIT.
 -THOROUGHLY WASHED RAD, CAC AND CONDENSER.
 -REINSTALLED CAC AND PIPING, AC CONDENSER AND FRONT SHROUD.
 -LOW COOLANT LIGHT NOW ON, FOUND WET INSIDE CONNECTOR.

Item	Description	Quantity	Rate	Amount
	-DRIED OUT AND RECONNECTED WITH DIELECTRIC GREASE. -UNIT READY FOR ROAD TEST. -NO ISSUES, TASK COMPLETE.			
Parts	GASKET,THM HOUSING COVER - 3682673CUM	1.00000	\$39.81	\$39.81
Parts	HEX BOLT, M6-1.0 x 20MM MC 10.9 - 056.6..20	1.00000	\$0.1499	\$0.15
Parts	SEAL,THERMOSTAT (COPPER RING) - 186780CUM	1.00000	\$29.02	\$29.02
Parts	WASHER, FLAT M6 - 402.6	2.00000	\$0.152	\$0.30
Parts	THERMOSTAT - 4318947CUM	1.00000	\$114.30	\$114.30
Parts	ZIPTIE, 15-1/4" X 0.30" HD BLACK - 83-6029	15.00000	\$0.2651	\$3.98
			Subtotal	\$1,230.56

Complaint: DRIVER COMPLAINT-ENGINE HEATER DOESN'T WORK HAD SET FOR MORNING IT'S NOT WORKING

Cause: Customer request

(Inspection)

Labor	4.00000	\$149.00	\$596.00
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Correction:

Engine / Cooling / CHECKED CONTINUITY AT ENGINE HEATER CORD - SHORT
CHECKED VOLTAGE - BAD
CHECKED CONTINUITY AT OIL HEATER - BROKEN
DID VOLTAGE CHECK - BAD
ADVISE NEW BLOCK HEATER AND OIL CABLE

VERIFIED WEBASTO ENGINE HEATER OPERATION-
MANUAL GOOD
AUTO - GOOD, SET CUSTOM TIME AND VERIFIED OPERATION
TRUCK VOLTAGE POSSIBLY LOW WHICH IS WHY IT DID NOT TURN ON

Item	Description	Quantity	Rate	Amount
	- CUT ALL THE ZIPTIES TO GET THE OIL PAN HEATER CORD OUT - REMOVED DS SKIRT FOR BETTER ACCESS AND TO CUT THE PLUG IN END OFF - WHEN I GOT THE CORD ALL THE WAY OUT I REALIZED THAT THE OIL PAN HEATER PLUG IS LABELLED AS ENGINE HEATER AND VICE VERSA - CHECKED FOR CONTINUITY AND BOTH CORDS ARE FINE - GOING TO REPLACE OIL PAN HEATER CORD ANYWAY SINCE I HAVE IT OUT - REMOVED BOTH PLUGS AND SWAPPED THEM TO THE PROPERLY LABELLED HOLES - RAN A WHOLE NEW CORD FROM THE PLUG DOWN PAST THE STARTER TO THE OIL PAN AGAIN - BUTT CONNECTED AND THEN HEAT SHRINKED BOTH ENDS BACK ON - LOOMED THE WHOLE CABLE BEFORE RUNNING IT - ZIP TIED THE WHOLE HARNESSES NICE AGAIN - REINSTALLED THE SKIRT - RESISTANCE CHECKED THE BLOCK HEATER AND HAS 9.7 OHMS, WITHIN SPEC - RESISTANCE CHECKED THE OIL PAN HEATER AND HAS 54.2 OHMS, WITHIN SPEC - PLUGGED BOTH HEATERS BACK IN - CLEANED UP TOOLS AND AREA			
			Subtotal	\$596.00

Complaint: DEFECTS FOUND-POS AIR SHUT OFF SEIZED

Cause: Customer request

(Inspection)

Labor		0.75000	\$149.00	\$111.75
Correction: Engine / Air Intake / Induction / REMOVED KNOB AND FILED DOWN AND FILED DOWN LEVER LUBRICATED ASEMBLY REASSEMBLED WORKS GOOD				
			Subtotal	\$111.75

Complaint: DEFECTS FOUND-5TH WHEEL TIGHT

Cause: Customer request

(Inspection)

Labor		0.50000	\$149.00	\$74.50
Correction: Chassis / Fifth Wheel / ADJUSTED 5TH WHEEL				

Item	Description	Quantity	Rate	Amount
			Subtotal	\$74.50

Complaint: DEFECTS FOUND ADJUST AND INSPECT DRIVE BRAKES - ALL ARE AT 2" MAXIMUM BRAKE STROKE

Cause: Customer request

(Inspection)

Labor		1.65000	\$149.00	\$245.85
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Correction:

Chassis / Air Brake / ADJUSTED ALL BRAKE TO 1.5" PLAY.
USED SOME TIME TO DIAGNOSE AIR LEAK

Subtotal **\$245.85**

Complaint: DEFECTS FOUND-BAD AIR LEAK BELOW CAB

Cause: Customer request

(Inspection)

Labor		1.30000	\$149.00	\$193.70
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Correction:

Chassis / Air Brake / PUSH FITTING AT RANGE LEAKING - TRIMMED
STILL LEAKED - REPLACED
1/8" SHIFTER AIRLINE UNION LEAKING - TRIMMED
STILL LEAKED, REPLACED
LOOSE FITTING ON FIREWALL, TIGHTENED - GOOD
SEAT AIRLINE LEAKING BELOW CAB - REPAIRED.

Parts	5/32 UNION - PC1462-5/32	1.00000	\$10.89	\$10.89
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Subtotal **\$204.59**

Complaint: ADVISE--CHAIN HANGAR SEIZED*

Cause: Customer request

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor		0.75000	\$149.00	\$111.75
	Correction:			
	Chassis / Chassis / APPLIED HEAT LUBRICANT			
	HAMMER, AIR HAMMER			
	NOTHING MADE IT MOVE.			
			Subtotal	\$111.75
Complaint: REPLACE TORN SERPENTINE BELT				
Cause: Customer request				
(Inspection)				
Labor		0.30000	\$149.00	\$44.70
	Correction:			
	Engine / Belt & Pulley / REPLACED BELT			
Parts	BELT, V-GROOVED 12 RIB 91.14" - D84-1000-6122310	1.00000	\$142.82	\$142.82
			Subtotal	\$187.52
Complaint: TRUCK WON'T START				
Cause: Customer request				
(Inspection)				
Labor		5.40000	\$149.00	\$804.60
	Correction:			
	Engine / Starting & Charging / TRUCK NO START			
	DRUG OUT MULTIPLE CHARGERS.			
	COULD NOT GET IT TO CRANK OVER.			
	-HOOKED UP BOOSTER CART AND BATTERY CHARGER.			
	-UNIT WOULD STILL NOT START.			
	-LET CHARGE FOR HOUR AND STILL WOULD NOT START.			
	-REMOVED OLD BATTERIES FROM UNIT AND INSTALLED NEW BATTERIES.			
	-STARTED AND BROUGHT INTO SHOP.			
	-NEED TO CHARGE AND LOAD TEST OLD BATTERIES.			
	-2 OF THE OLD BATTERIES FAILED			
Parts	BATTERY, GROUP 31 950CCA - 31-MHD	4.00000	\$159.71	\$638.84
Parts	Inherent Core for BATTERY, GROUP 31 - Inherent Core for 31-MHD	4.00000	\$36.00	\$144.00
Parts	Dirty Core for BATTERY, GROUP 31 - Dirty Core for 31-MHD	-4.00000	\$36.00	-\$144.00

Item	Description	Quantity	Rate	Amount
			Subtotal	\$1,443.44

Complaint: REMOVE #6 INJECTOR AND INSPECT CYLINDER BORE**Cause:** Customer request**(Inspection)****Labor**

3.40000 \$149.00 \$506.60

Correction:

Engine / Fuel / -REMOVED EGR CROSSOVER PIPE.

-REMOVED VALVE COVER.

-DISCONNECTED INJECTOR HARNESS FROM #6

-REMOVED FUEL LINE AND FUELING NOZZLE.

-PULLED INJECTOR AND INSPECTED, FOUND SIGNS OF TIP EROSION.

-SCOPED CYLINDER #6, CAMERA NOT THE BEST COULDN'T MAKE OUT ANY SCORING ON LINER, WILL NEED BETTER SCOPE.

-TRIED TO PRESSURE UP LINER, WOULD NOT HOLD.

- CLEANED INJECTOR BORE OUT AND CLEANED INJECTOR

- CHECKED O RINGS AND THEY'RE GOOD

- REINSTALLED THE INJECTOR AND INJECTOR TUBE

- FINAL TORQUED INJECTOR TO 59 LBS/FT

- AND TUBE TO 80 LBS/FT

- PUT THE HARNESS BACK ON

- CLEANED VALVE COVER GASKET MATING SURFACE

- REINSTALLED VALVE COVER

- REINSTALLED EGR CROSSOVER PIPE

- CLEANED UP TOOLS

- WILL PRIME FUEL WHEN DPF AND DOC IS REINSTALLED

Subtotal \$506.60**Complaint: REMOVE DPF/DOC FOR CLEANING****Cause:** Customer request**(Inspection)**

Item	Description	Quantity	Rate	Amount
Labor		10.00000	\$149.00	\$1,490.00

Correction:

Chassis / Chassis / TOOK OFF STEPS AND TOOK OFF BRACKET
 SOAKED ALL CONNECTORS AND BOLTS FOR NEXT SHIFT
 PUT ALL BOLTS ON TABLE BESIDE UNIT
 CLEANED DIRT

- NOT SURE WHICH BOLTS WERE SOAKED, CLAMPS STILL COVERED IN DIRT AND MUD
- CLEANED UP THE CLAMPS AND SPRAYED WITH PENETRANT
- REMOVED DPF AND DOC AND LEFT WITH PARTS
- GOT DPF BACK
- REINSTALLED DPF WITH NEW GASKETS AND CLAMPS
- LEFT THE STEP OFF FOR NOW SO CAN WATCH FOR EXHAUST LEAKS
- FIRED UNIT UP AND HEARD AN EXHAUST LEAK
- LEAKING AT THE EGR PIPE BETWEEN VALVE AND COOLER
- REMOVED THE PIPE AND IT IS CRACKED
- COULD POSSIBLY WELD THE PIPE
- CLEANED UP THE PIPE AND THE CRACK GOES DEEP INTO THE FLANGE SO NON REPAIRABLE
- KEVIN WILL BRING A USED ONE FROM CAMROSE THURSDAY
- GOT THE NEW ONE AND INSTALLED IT WITH A NEW GASKET
- NO LEAKS NOW
- CLEANED UP AROUND UNIT TO BACK IT OUTSIDE
- HAD TO MOVE THE FORKLIFT BEHIND UNIT WITH SKID STEER
- BACKED UNIT OUT AND NEEDS TO RUN REGEN
- REINSTALLED THE STEP AND BRACKET

- RESET THE DPF FILTER
- SENT OUT FOR ROAD TEST, BEFORE ROAD TEST IT HAD 0.04 OZ OF SOOT

- BACK FROM ROAD TEST AND WILL DERATE IN 1 HOUR
- SOOT LOAD IS BACK UP TO 0.41 OZ
- HAS ONE ACTIVE CODE AND ONE INACTIVE CODE
- CURRENT ENGINE HOURS: 15011

ACTIVE CODE:

- 0125 INTAKE MANIFOLD 1 PRESSURE - DATA VALID BUT BELOW NORMAL OPERATING RANGE - MODERATELY SEVERE LEVEL, ONE COUNT, LAST COUNT 15010 HRS

INACTIVE CODE:

- 2346 TURBOCHARGER TURBINE INTAKE TEMPERATURE - DATA VALID BUT ABOVE NORMAL OPERATING RANGE - LEAST SEVERE LEVEL, ONE COUNT, LAST COUNT 15010 HRS

Item	Description	Quantity	Rate	Amount
	- WENT THROUGH TROUBLESHOOTING IT SAYS ITS LIKELY THE WRONG INTAKE TEMP/PRESSURE SENSOR - INCORRECT CAUSE WE'VE NEVER REPLACED THIS SENSOR - PULLED SENSOR OUT TO CHECK IF IT WAS DIRTY AND IS CAKED WITH SOOT - CLEANED THE SENSOR AND NOTICED ITS DETERIORATING - MARC HAS A TEST SENSOR SO I COMPARED PRESSURES AND TEMPERATURES - ORIGINAL SENSOR READS 0.0 inHg WITH THE SENSOR OUT OF THE MANIFOLD AND IN THE ATMOSPHERE -SENSOR NEEDS TO BE REPLACED - GOT ONE ON ORDER - INSTALLED SENSOR - KICKED OUTSIDE FOR REGEN			
	RE-GEN COMPLETED SUCCESSFULLY			
	NO CODES			
	PARKED UNIT			
Parts	DPF RESTORATION- GOLD SERVICE- 3 STAGE ADVANCED CLEAN W/ULTRASONICS - SVC-GOLD	1.00000	\$489.00	\$489.00
Parts	DOC 2STAGE CLEANING- SILVER SERVICE - SCV-SILVER-DOC	1.00000	\$339.00	\$339.00
Parts	CUMMINS 14.5 VBAND CLAMP - CL1110	2.00000	\$86.31	\$172.62
Parts	CONICAL GASKET - GSK1160	2.00000	\$27.68	\$55.36
Parts	V-CLAMP, CUMMINS 5" WIDE - CL1050	1.00000	\$47.27	\$47.27
Parts	CONICAL FLANGE GASKET, CUMMINS 4.875" X 6.25 OD - GSK1110	1.00000	\$15.28	\$15.28
Parts	ENVIROMENTAL FEE - ENVIRO-FEE	1.00000	\$2.75	\$2.75
Parts	ZIPTIE, 8" BLACK - 83-6019	2.00000	\$0.0406	\$0.08
Parts	GASKET EXH GAS RECON VALVE - 3104230CUM	1.00000	\$59.24	\$59.24
Parts	INTAKE PRESSURE SENSOR - 5698456CUM	1.00000	\$122.44	\$122.44
			Subtotal	\$2,793.04

Complaint: STAHL INVOICE**Cause:** Customer request

(Inspection)

Labor	0.00000	\$0.00
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Correction:

Chassis / Chassis / STAHL INVOICE

UNIT INSPECTED FOR ENCORE WARRANTY AT 15008 HOURS AND 559725 KM

SEE ATTACHED FOR FURTHER INFORMATION

Item	Description	Quantity	Rate	Amount
Labor	STAHL INVOICE	1.00000	\$149.00	\$149.00
			Subtotal	\$149.00

Unit: #31 VIN: 1XKWD40X0MR976269
 2021 Kenworth W900
 Chassis: 559,439 Kilometers
 Engine: 15,003 Hours

Labor	\$6,559.49
Parts	\$5,926.85
Pre-Charge Subtotal	\$12,486.34
Exempt (0% of \$0.00)	\$0.00
Total	\$12,486.34
Payments & Credits	\$12,486.34
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
11/26/2025	11/26/2025	103092903	Cash	103092903	\$12,486.34

Thank you for your business — we appreciate your prompt payment.

Payment is due upon receipt for customers without an approved account.

Accepted payment methods:

- EFT

Ascent Transport- NISKU
 1901 5th Street
 Nisku, AB T9E 7V7, CA
 d.wetsch@ascenttransport.com
 780-979-0679



Invoice: **NIS-117325**

Date: **7/22/2025**

Bill To
 Ascent Transport Ltd.

P: 780-608-6428

Ship To
 Ascent Transport
 Ltd.
 1901 5th Street
 1901 5th Street
 Nisku, AB T9E
 7V7, CA

Remit Payment To
 Ascent Transport Ltd. Head
 Office- Nisku Branch
 1901 5th Street
 Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-14015	Net 30	8/21/2025	David Wetsch		#31

Item	Description	Quantity	Rate	Amount
Inspection				
Labor	Quality Control: Free post service inspection	0.00000		\$0.00
			Subtotal	\$0.00

Complaint: 300 HR WET SERVICE/WITH FUEL

Cause: Customer request

Item	Description	Quantity	Rate	Amount
Labor	Correction: Engine / Lubrication / SERVICE UNIT. DRAIN OIL AND CHANGE FILTER. OIL ANALYSIS # 25035Q83834 REFILL WITH 10W30 OIL. CHANGE BOTH PRIMARY/SECONDARY FUEL FILTERS. RUN UNIT AND CHECK FOR LEAKS. GREASE UNIT. PERFORM PM INSPECTION. LIST ANY DEFECTS FOUND: - LHS MIRROR DOES NOT ADJUST - POSITIVE AIR SHUTOFF DOES NOT TRIP - RHS SIGNAL IN HEADACHE RACK NOT WORKING - LHS ANTISAIL LOOSE - DS WINDOW SKIRT FALLING OFF - ALL DRIVE TIRES AT 8MM BUT 2, GOING TO LEAVE AS PER FOREMAN - REPLACE ENGINE AIR FILTERS - POWER STEERING LEAK - OIL LEAK AT FRONT TIMING COVER PLUG - EGR PIPE LEAKING A BIT AT GASKET - U JOINT #2 (CLOSEST TO STEADY BEARING) CUP TURNING, ADVISE? - FIFTH WHEEL NEEDS ADJUSTMENT OR REBUILD	2.50000	\$149.00	\$372.50
Parts	FILTER, OIL SPIN-ON, NANONET - LF14001NNFLG	1.00000	\$95.57	\$95.57
Parts	BULK-10W30 MOBIL 1300 DELVAC SUPER - MOBIL10W30	44.00000	\$4.32	\$190.08
Parts	FILTER, FUEL-CUMMINS ISX SECONDARY SPIN ON - FF5825NN	1.00000	\$75.85	\$75.85
Parts	FILTER, FUEL/WATER SEPARATOR (K37-1029) - FS20172FLG	1.00000	\$67.79	\$67.79
Parts	KIT- OIL ANALYSIS - CC2543FLG	1.00000	\$28.47	\$28.47
Parts	GREASE, MOBIL XHP222 LITHIUM COMPLEX - TUBE (BLUE) - XHP222	1.00000	\$6.2283	\$6.23
Parts	GREASE, MOBIL XHP322 MINE - TUBE (GRAY-BLACK) - XHP322	1.00000	\$5.58875	\$5.59
			Subtotal	\$842.08

Complaint: AXLE TWO LEFT HAND SIDE INNER TIRE
 AXLE THREE LEFT HAND SIDE INNER TIRE
 TO BE REPLACED WITH TWO GOOD USED FROM ASCENT STOCK

Cause: Customer request

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Tire & Wheels / AXLE TWO LEFT HAND SIDE INNER TIRE AXLE THREE LEFT HAND SIDE INNER TIRE TO BE REPLACED WITH TWO GOOD USED FROM ASCENT STOCK	0.00000		\$0.00
Parts	Change-Over Commercial Truck (Over 19.5") - TSC031	2.00000	\$46.44	\$92.88
Parts	Commercial Truck Valve Stem - VS032	2.00000	\$11.94	\$23.88
Parts	TIRE FEE/SHOP SUPPLIES - SHOP-FEE	1.00000	\$9.288	\$9.29
			Subtotal	\$126.05

Complaint: ADVISE-- LHS MIRROR DOES NOT ADJUST**Cause:** Customer request

(Inspection)

Labor	Correction: Chassis / Chassis / - CHECKED FUSES AND ALL GOOD - PULLED OUT DASH WHERE WIRES COME IN - TRACED WIRES TO CONNECTION - MOTO MIRROR HAS TWO WIRES COMING OUT ONE GREEN AND ONE WHITE, ASSUMING THE WHITE IS GROUND - WHEN PUT POWER TO GREEN THE MIRROR MOVES - GOT TOLD TRUCK NEEDS TO GO TOMORROW SO THESE LITTLE ITEMS HAVE TO WAIT - WILL NEED FURTHER DIAGNOSIS, COULD POSSIBLY BE THE SWITCH CHRIS TRIED SWITCH REPLACEMENT - NO GOOD WENT THROUGH ALL WIRING. NOT GETTING POWER SIGNAL ON EITHER GREEN OR WHITE WIRE THINKING ITS MODULE ESA DOES NOT WORK. NOT SURE IF MIRRORS ARE APART OF CECU ANYWAY LOOKING LIKE EITHER THE MIRROR MODULE OR AN ESA PROBLEM - WILL NEED DIAGRAMS/ESA TO CONTINUE DANE REMOVED SWITCH, GREEN CORROSION ON PINS SOAKED PINS AND CONNECTOR END IN CONTACT CLEANER AND CLEANED OFF CORROSION TESTED, NO CHANGE ESA CANT BE UPDATED BECAUSE LAP TOP STILL RUNNING ON WINDOWS 7 REMOVED DASH PANELS AND TRACED WIRES, NO DAMAGE FOUND CANT REACH CONNECTORS UNDER DASH FROM SWITCH UNDER RATS NEST OF WIRES WIRES TO MOTO MIRROR - GREY - GRA5925 & GRA5923	6.00000	\$149.00	\$894.00
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Item	Description	Quantity	Rate	Amount
	REMOVED CENTER CONSOLE TO ACCESS CECU CHECKED ALL WIRING INTO CECU, NO CORROSION, NO DAMAGE COULDNT FIND WIRES GRA5925 & GRA5923 ON CECU HARNESS UNIT CAN GO AS IS PUT BACK CONSOLE AND DASH, SECURED WIRING CLEAN UP TOOLS			
			Subtotal	\$894.00

Complaint: DEFECTS FOUND-- POSITIVE AIR SHUTOFF DOES NOT TRIP

Cause: Customer request

(Inspection)

Labor	Correction: Engine / Air Intake / Induction / LUBED WITH DRY GRAPHITE	0.15000	\$149.00	\$22.35
			Subtotal	\$22.35

Complaint: DEFECTS FOUND-- RHS SIGNAL IN HEADACHE RACK NOT WORKING

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Lighting & Electrical / POPPED LIGHT OUT AND CHECKED FOR VOLTAGE FOUND IT WAS JUST A BAD LIGHT REPLACED LIGHT	0.15000	\$149.00	\$22.35
Parts	LAMP, 4" RED LED STOP/TURN/TAIL- GROTE - G4002	1.00000	\$18.25	\$18.25
			Subtotal	\$40.60

Complaint: ADVISE-- LHS ANTISAIL LOOSE

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Chassis / TIGHTENED UP AND RESECURED 2.30 MEETING UNDER THIS TASK AS WELL	0.60000	\$149.00	\$89.40
			Subtotal	\$89.40

Complaint: ADVISE-- DS WINDOW SKIRT FALLING OFF

Item	Description	Quantity	Rate	Amount
Cause: Customer request				
(Inspection)				
Labor	Correction: Chassis / Chassis / ADVISE-- DS WINDOW SKIRT FALLING OFF REMOVED AND CLEANED OLD DOUBLE SIDED TAPE OFF REINSTALLED IF IT DOESN'T HOLD FOR LONG ID ADVISE GETTING THE ADHESION PREMOTER - OR REMOVING ALL TOGETHER.	0.35000	\$149.00	\$52.15
Subtotal				\$52.15
Complaint: DEFECTS FOUND-- REPLACE ENGINE AIR FILTERS				
Cause: Customer request				
(Inspection)				
Labor	Correction: Engine / Air Intake / Induction / INSTALLED NEW AIR FILTERS AND BOLTED MIRRORS BACK ON	0.70000	\$149.00	\$104.30
Parts	FILTER, AIR PRIMARY - AF4197	2.00000	\$115.01	\$230.02
Parts	HEX BOLT, 5/16"x1" 188SS NC - XCS188C-031-100	2.00000	\$0.414	\$0.83
Parts	WASHER, FLAT 5/16" 188SS - XFW188-031	4.00000	\$0.073	\$0.29
Parts	LOCKNUT, NYLON 5/16" 188SS NC - XNN188C-031	2.00000	\$0.212	\$0.42
Subtotal				\$335.86
Complaint: DEFECTS FOUND-- POWER STEERING LEAK				
Cause: Customer request				
(Inspection)				
Labor	Correction: Chassis / Steering / CLEANED PWR STEERING FLUID OFF OF LEAKY AREA TIGHTENED CLAMP AND PUT A SMALL AMOUNT OF PRESSURE TO THE SYSTEM WITH AN AIR CHUCK NO LEAKS	0.25000	\$149.00	\$37.25
Subtotal				\$37.25
Complaint: ADVISE -- OIL LEAK AT FRONT TIMING COVER PLUG				
Cause: Customer request				
(Inspection)				

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Chassis / R & R TIMING COVER PLUG. SPRAYED AND WIPED DOWN FRONT OF ENGINE TO HELP FIND ANYMORE FUTURE LEAKS	0.45000	\$149.00	\$67.05
Subtotal				\$67.05

Complaint: ADVISE-- EGR PIPE LEAKING A BIT AT GASKET

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Chassis / REPLACED CLAMP (BENT) NOTICED SUBSTANTIAL WETNESS IN EGR TOOK PICS, SHOWED IAN PUT BACK TOGETHER RAN FOR 5-10 MIN REMOVED, STILL MOISTURE, MAYBE LET IT RUN OUTSIDE FOR LONGER? THREW CLAMP BACK ON FOR TESTING DANE CLEANED OUT MOISTURE AND SOOT IN EGR AND PIPE BOOSTED UNIT AND TAKE OUTSIDE AND RUN SOME WATER DRIPPING OUT FLANGE AT START UP, CLEARED UP ONCE UNIT RUNNING FOR A BIT CLEAN UP BAY PUT AWAY TOOLS	2.00000	\$149.00	\$298.00
Parts	CLAMP, V-BAND 2.5" - 90-0011	1.00000	\$12.80	\$12.80
Subtotal				\$310.80

Complaint: DEFECTS FOUND-- U JOINT #2 (CLOSEST TO STEADY BEARING) CUP TURNING

Cause: Customer request

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Axle and Wheel Hubs / DROPPED DRIVELINE REMOVED OLD UJOINT WENT TO REPLACE IT AND THE CUP JUST SLIDES IN SUPER EASY MOVED TRUCK INTO ANOTHER BAY PULLED DRIVELINE DOWN AND OUT SENT W/ ROXY TO GET YOKE REPAIRED DANE CLEAN OUT PUDDLES UNDER UNIT BUFF OFF YOKES AND STRAPS, OK DRIVESHAFT DELIVERED, WITH NEW STRAP BOLTS AND U JOINTS INSTALLED DRIVESHAFT, LOCTITED STRAP BOLTS TORQUED STRAP BOLTS TO 115 FT LBS GREASED DRIVELINE CLEAN UP AREA RETURN UN-USED U-JOINT TO PARTS	3.50000	\$149.00	\$521.50
Parts	SPL250 DRIVELINE 42-1/8 C TO C W/U-JOINTS (BALANCED) - SPL250-42 1/8	1.00000	\$1,123.54	\$1,123.54
			Subtotal	\$1,645.04

Complaint: DEFECTS FOUND-- FIFTH WHEEL NEEDS ADJUSTMENT OR REBUILD

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Fifth Wheel / WENT TO ADJUST 5TH WHEEL BUT THE NUT WASNT MOVING SOAKED WITH PENETRANT AND LET SIT 5 MINS SOAKED UNDERSIDE OF 5TH WHEEL MECHANISM WITH LUBE WHILE WAITING ADJUSTED 5TH WHEEL TORQUED WHEELS ON ANOTHER UNIT END OF DAY SHOP CLOSE	1.00000	\$149.00	\$149.00
			Subtotal	\$149.00

Unit: #31 VIN: 1XKWD40X0MR976269
2021 Kenworth W900
Chassis: 529,161 Kilometers
Engine: 14,379 Hours

Labor	\$2,629.85
Parts	\$1,981.78
Pre-Charge Subtotal	\$4,611.63
Exempt (0% of \$0.00)	\$0.00
Total	\$4,611.63
Payments & Credits	\$4,611.63
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
11/26/2025	11/26/2025	103092903	Cash	103092903	\$4,611.63

Thank you for your business — we appreciate your prompt payment.

Payment is due upon receipt for customers without an approved account.

Accepted payment methods:

- EFT
- Cheque

Ascent Transport- NISKU
 1901 5th Street
 Nisku, AB T9E 7V7, CA
 d.wetsch@ascenttransport.com
 780-979-0679



Invoice: NIS-116296
Date: 5/1/2025

Bill To
 Ascent Transport Ltd.

P: 780-608-6428

Remit Payment To
 Ascent Transport Ltd. Head Office- Nisku Branch
 1901 5th Street
 Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-13117	Net 30	5/31/2025	David Wetsch		#31

Item	Description	Quantity	Rate	Amount
Inspection				
Labor	Quality Control: Free post service inspection	0.00000		\$0.00
			Subtotal	\$0.00

Complaint: DRIVER COMPLAINT-
 HAZARDS RANDOMLY COME ON AND WON'T TURN OFF FOR NO REASON, HAVE TO RESET THE BATTERY SEVERAL TIMES TO SHUT THEM
 OFF

Cause: DRIVER COMPLAINT

Labor	Correction: Chassis / Lighting & Electrical / COULD NOT VERIFY DRIVER COMPLAINT AT THIS TIME	1.00000	\$149.00	\$149.00
Parts	AIR FRESHENER - CH491785	1.00000	\$9.40	\$9.40
			Subtotal	\$158.40

Complaint: DRIVER COMPLAINT-CLUTCH BRAKE SLIPPED. REPLACE DAMAGED CLUTCH ON THIS ACTION

Cause: FOUND DAMAGED CLUTCH

Item	Description	Quantity	Rate	Amount
(Inspection)				
Labor	Correction: Transmission / Clutch / -REMOVED BROKEN CLUTCH BRAKE -INSTALLED NEW CLUTCH BRAKE -ADJUSTED CLUTCH -COULD NOT GET 1/2 INCH BETWEEN CLUTCH HOUSING AND RELEASE BEARING -WILL HAVE TO TAKE CLUTCH DOWN -JACKED UP UNIT AND PLACED ON JACKSTANDS MARC/TRENT -REMOVED SHIFT TOWER -COVERED HOLE IN TRANS -REMOVED TRANS COOLER AND GREASE LINES -REMOVED SUPPORT SPRING ON TOP OF TRANS -REMOVED AIR LINEZ AND WIRING -REMOVED DRIVESHAFT AND SET ASIDE -REMOVED COOLER LINES FROM SIDE OF TRANS -UNBOLTED CLUTCH AND FOUND 2 BOLTS WERE SHEERED OFF AND NOT CLAMPING CLUTCH -MOVED BATT CABLES FROM SIDE OF TRANS AND TIED OUT OF WAY -SUPPORTED TRANS ON JACK -UNBOLTED BELL HOUSING -REMOVED TRANS FROM UNDER TRUCK -REMOVED CLUTCH FROM TRANS -WASHED AND CLEANED TRANSMISSION IN WASH BAY -REMOVED FLYWHEEL -REMOVED BROKEN BOLTS FROM FLYWHEEL -BROUGHT FLYWHEEL TO PARTS TO GET MACHINED -GOT MACHINED FLYWHEEL AND INSTALLED NEW PILOT BEARING -CLEANED UP REAR STRUCTURE -INSTALLED FLYWHEEL INTO RERAR STRUCTURE -INSTALLED NEW CLUTCH BRAKE ON TRANS -INSTALLED NEW CLUTCH ON TRANS -STABBED TRANS INTO REAR STRUCTURE -BOLTED UP BELL HOUSING- 52 FT/LBS -ATTACHED CLUTCH TO FLYWHEEL- 50 FT/LBS	19.50000	\$149.00	\$2,905.50

Item	Description	Quantity	Rate	Amount
	-REATTACHED COOLER LINES			
	-REATTACHED COOLER TO TOP			
	-PLUGGED ELECTRICAL AND AIR BACK INTO TRANS			
	-INSTALLED GREASE LINES			
	-REINSTALLED DRIVELINE			
	-INSTALLED SHIFT TOWER WITH NEW GASKET			
	-GREASED DRIVELINE			
	-GREASED X-SHAFTS AND RELEASE BEARING			
	-ADJUSTED LINKAGE			
	-INSTALLED UNDER BELLOW X-BRACES			
	-TIED UP WIRING AND LINES			
	-LOWERED TRUCK BACK ON GROUND			
	-KICKED UNIT OUT AND KODY TOOK FOR ROAD TEST			
	-RD TEST PASSED, CHECKED OVER UNIT WITH FOREMAN ALL OK			
	-PARKED UNIT AND HUNG KEYS UP			
Parts	CLUTCH BRAKE, 2 PIECE - SB200	1.00000	\$46.42	\$46.42
Parts	CLUTCH NEW - C308925-25	1.00000	\$1,295.95	\$1,295.95
Parts	7/16 X 2 1/2 GR 8 PL NC Bolt - CS8SC-043-250	8.00000	\$1.528	\$12.22
Parts	LOCK WASHER, 7/16" - 8LWS-043	8.00000	\$0.15	\$1.20
Parts	STRAP KIT-BEARING RETAINER - 250-70-18X	2.00000	\$27.73	\$55.46
Parts	BEARING, PILOT - 6306-2RSC3	1.00000	\$21.71	\$21.71
Parts	SHIFT TOWER GASKET - 4305294	1.00000	\$14.78	\$14.78
			Subtotal	\$4,353.24

Complaint: BACK UP ALARM NOT WORKING**Cause:** Customer request

(Inspection)

Labor	Correction:	1.00000	\$149.00	\$149.00
	Chassis / Chassis / -CUT BACK CORRODED CONNECTIONS			
	-INSTALLED NEW CONNECTORS			
	-TESTED ALARM			
	-ZIP TIED WIRES BACK UP			
			Subtotal	\$149.00

Complaint: REPAIR MUD FLAP ON REAR RIGHT FENDR

Item	Description	Quantity	Rate	Amount
Cause: Customer request				
(Inspection)				
Labor	Correction: Chassis / Chassis / -REMOVED MUDFLAP ON PASSENGER SIDE -CLEANED UP THE MUD STUCK IN BETWEEN BRACKET AND MUDFLAP -INSTALLED FENDER WASHERS -RE INSTALLED MUDFLAP	0.40000	\$149.00	\$59.60
Parts	3/8 188 SS FENDER WASHER - XFEW188-038	4.00000	\$0.821	\$3.28
Subtotal				\$62.88

Unit: #31 VIN: 1XKWD40X0MR976269
 2021 Kenworth W900
 Chassis: 493,592 Kilometers
 Engine: 13,502 Hours

Labor	\$3,263.10
Parts	\$1,460.42
Pre-Charge Subtotal	\$4,723.52
Exempt (0% of \$0.00)	\$0.00
Total	\$4,723.52
Payments & Credits	\$4,723.52
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
3/18/2026	3/18/2026	103853672	Cash	ACCOUNT CLEARING	\$4,723.52

Thank you for your business — we appreciate your prompt payment.

Payment is due upon receipt for customers without an approved account.

Ascent Transport- NISKU
 1901 5th Street
 Nisku, AB T9E 7V7, CA
 d.wetsch@ascenttransport.com
 780-979-0679



Invoice: NIS-114888

Date: 1/10/2025

Bill To
 Ascent Transport Ltd.

P: 780-608-6428

Remit Payment To
 Ascent Transport Ltd. Head Office- Nisku Branch
 1901 5th Street
 Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-12001	Net 30	2/9/2025	David Wetsch		#31

Item	Description	Quantity	Rate	Amount
Inspection				
Labor	Quality Control: Free post service inspection	0.00000		\$0.00
Subtotal				\$0.00

Complaint: DRIVER COMPLAINT-SCREEN SAYS DPF FILTER IS FULL AND NEEDS A REGEN BUT CAN'T FORCE MANUAL REGEN

Cause: SOOT LOAD

Item	Description	Quantity	Rate	Amount
Labor	Correction: Engine / Diesel Particular Filter (DPF) / ASH LOAD 0 % 4 OZ OF SOOT LAST 5 REGENS WITHIN 50 HRS LOOKING LIKE INJECTORS... -DANE CHECK OVER DPF AND DOC, DOUBLE CHECKED PART NUMBERS TO MAKE SURE PACCAR FILTER NOT INSTALLED, OK LAST 5 REGENS (ECM KEY ON TIME) : 12866, 12760, 12751, 12696, 12588 (TOTAL ECM TIME: 12931HRS) ACTIVE FAULT CODES 0125- INTAKE MANIFOLD PRESSURE- BELOW NORMAL OPERATING RANGE- MODERATELY SEVERE, 1 COUNT 1921- AFT DPF DIFFERENTIAL PRESSURE- ABOVE NORMAL OPERATING RANGE- MODERATELY SEVERE, 1 COUNT INACTIVE CODES 2451- TURBOCHARGER TURBINE INTAKE TEMP- ABOVE NORMAL OPERATING RANGE- MODERATELY SEVERE, 1 COUNT 2346- TURBOCHARGER TURBINE INTAKE TEMP- ABOVE NORMAL OPERATING RANGE- LEAST SEVERE, 1 COUNT 2639- AFT DPF DIFFERENTIAL PRESSURE- ABOVE NORMAL OPERATING RANGE- LEAST SEVERE, 1 COUNT T/S CODE 1921 CHECK FOR RELATED CODES, T/S 0125 FIRST T/S CODE 0125 NO RELATED CODES PRESENT CHECK TSB, CORRECT SENSOR INSTALLED, CLEANED SOOT OFF SENSOR, OK CHECKED AIR FILTERS, REMOVE CAP AND VISUAL INSPECT, LOOKS CLEAN, RESTRICTION GAUGE AT 0, OK ECM CALIBRATION UP TO DATE, HD10458.07, OK CHECK FOR INTAKE AND EXHAUST LEAKS, OK T/S CODE 1921 CHECK PRESSURE DIFFERENTIAL SENSOR STUCK IN RANGE, READING 0.63V, WITHIN SPEC 0.61V - 0.77V, FOR AMBIENT TEMP BELOW 25C CLEARED CODES, CODE 1921 STAYS ACTIVE RUN PARKED REGEN, SUCCESSFUL CODES 1921 AND 2639 INACTIVE DPF SOOT LOAD 0.71OZ, ASH LOAD 0% CLEARED INACTIVE CODES READY FOR ROAD TEST	8.00000	\$149.00	\$1,192.00

Item	Description	Quantity	Rate	Amount
	CHECKED SOOT LEVEL AFTER ROAD TEST, 2.08OZ OF SOOT, FROM 0.71OZ 2 CODES ACTIVE 4616- INTAKE MANIFOLD PRESSURE- BELOW NORMAL OPERATING RANGE- LEAST SEVERE LEVEL- 1 COUNT 7233- INTAKE MANIFOLD PRESSURE- BELOW NORMAL OPERATING RANGE- MOST SEVERE LEVEL- 1 COUNT RAN AIR HANDLING PERFORMANCE TEST- "INTAKE MANIFOLD PRESSURE SENSOR IS SHIFTED LOW" INSITE SOLUTION FOR THAT AIR HANDLING TEST RESULT, "INCORRECT INTAKE MANIFOLD PRESSURE/ TEMP SENSOR INSTALLED" CHECKED SENSOR AGAIN, CORRECT SENSOR INSTALLED, PN#2897334 FOR ENGINES 8.3L AND LARGER (TSB190091) REMOVE AIR FILTERS TO BETTER INSPECT, REMOVED MIRROR BRACE TO CLEAR AIR FILTER, AIR FILTER FULL OF FINE DUST AIR FILTERS NOT IN STOCK, ORDERED FOR TOMORROW -ZANDER: -INSTALLED AIR FILTERS, REPLACED BOLT ON LHS MIRROR BRACKET. RECONNECTED LHS & RHS BRACKETS -PRESSURE TESTED INTAKE SYSTEM FROM TURBO TO CAC OUTLET. ALL OK. -HOOKED UP INSITE -CLEARED CODES, DID NOT RETURN. -RAN REGEN. WENT FROM 2.17 HG SOOT LOAD TO 0.48 HG. ADVISE ROAD TEST AND RECHECK SOOT LEVEL			
Parts	AIR FILTER, PRIMARY - AF4197FLG	2.00000	\$105.82	\$211.64
Parts	DPF RESTORED- GOLD SERVICE- 1YR WARRANTY - 5509714USED	1.00000	\$485.66665	\$485.67
Parts	5/16X1-1/2 SS NC HX BLT - XCS188C-031-150	1.00000	\$0.51	\$0.51
Parts	5/16 SS FLAT WASHERS - XFW188-031	2.00000	\$0.073	\$0.15
Parts	5/16 SS NC NYLON LK NUT - XNN188C-031	1.00000	\$0.212	\$0.21
			Subtotal	\$1,890.18

Complaint: DRIVER COMPLAINT-RUBBER IN PASSENGER AIR BREATHER FLIPPED ON IT'S SIDE

Cause: Customer request

(Inspection)

Labor	Correction: Engine / Air Intake / Induction / FIXED RUBBER	0.50000	\$149.00	\$74.50
			Subtotal	\$74.50

Complaint: BRING UNIT IN SHOP

Cause: BRING IN SHOP

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Chassis / BRING UNIT IN SHOP CLEAN UP BAY BLOW SNOW OFF UNIT 3/1/2025 BOOST UNIT RUN WEBASTO BRING UNIT INSIDE	1.00000	\$149.00	\$149.00
			Subtotal	\$149.00

Complaint: REMOVE INJECTORS TO BE RE-NOZZELED**Cause:** Customer request**(Inspection)**

Labor	Correction: Engine / Fuel / DANE -REMOVE INJECTORS TO BE RE-NOZZELED -REMOVED INTAKE PIPING, EGR PIPE AND VALVE COVER -REMOVED INJECTOR HARNESS, FUEL SUPPLY LINES AND INJECTOR FUEL TUBES -REMOVED AND CLEANED INJECTORS, NUMBERED FOR EACH CYLINDER AND BOXED UP, GAVE TO PARTS TO SHIP OUT -NUMBERS FOR EACH INJECTOR IN CASE PAINT PEN RUBS OFF -1: ZL1PJYRKAF -2:-ZLUL8CCOYC -3: Z5KP7XU3YY -4: Z33YG7BBF7 -5: ZKD5XDTR92 -6: Z3LJ7AKXGM -CLEAN UP PARTS AND INJECTOR BORES MARC -REMOVED EXH PIPE TO DOC -REMOVED TEMP AND PRESSURE SENSORS FROM DOC AND DPF -REMOVED PRESSURE MODULE FROM DPF -SUPPORTED HALF OF AFT -REMOVED DOC -REMOVED DPF -CLEANED ALL MATING SURFACES	18.00000	\$149.00	\$2,682.00
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Item	Description	Quantity	Rate	Amount
	-INSTALLED DPF WITH NEW GASKET -INSTALLED DOC WITH NEW GASKET -INSTALLED PRESSURE AND TEMP SENSORS BAK INTO DPF AND DOC -USED ANTI SEIZE ON EVERYTHING -INSTALLED EXH PIPE TO DOC WITH NEW GASKET AND CLAMP -INSTALLED STEP BACK ONTO UNIT -WILL RESET DPF AND DOC LIFE WITH CPU AFTER INJECTORS INSTALLED AND COMPLETED - REMOVED PLASTIC COVERING ROCKER BOX -CLEANED OUTSIDE SEALING SURFACE FOR VALVE COVER -CLEANED OUT INJECTOR BORES -CLEANED OUT INJECTOR FUEL SUPPLY LINE BORES -GOT NEW INJECTORS, LINES AND CAPS -LUBED AND PLACED ALL INJECTORS IN THERE CYLINDER AS PER NUMBERS ON INJECTORS -LUBED AND PLACED THE INJECTOR FUEL LINES IN THERE CYLINDERS -BOTH JUST PUSHED IN BY HAND, NO TORQUES DONE YET - WILL COMPLETE TASK IN AM WHEN COME BACK INTO WORK -TORQUED INJECTORS DOWN TO SPEC -TORQUED INJECTOR FUEL LINES TO SPEC -TORQUED INJECTOR HARNESS TO SPEC -TORQUED OUTER FUEL LINES TO SPEC -NOTICED THE VALVE COVER GASKET WAS SQUISHED AND LEAKING -INFORMED IAN AND GOT PARTS TO QUOTE NEW GASKET -WAITING APPROVAL TO GET GASKET TO BE ABLE TO COMPLETE TASK -GOT GASKET -REMOVED OLD GASKET -CLEANED VALVE COVER -INSTALLED NEW GASKET -INSTALLED VALVE COVER AND TORQUED DOWN TO SPEC -STARTED UNIT AND RAN UP TO TEMP -0CHECKED FOR LEAKS AND NONE FOUND -BROUGHT UNIT OUTSIDE AND FORCED SCR TEST -SCR TEST GOT STOPPED DUE TO FAULT CODE 0125(INTAKE MANIFOLD PRESSURE- DATA VALID BUT BELOW NORMAL OPERATING RANGE -FOLLOWED TROUBLE SHOOTING AND VERIFIED CORRECT SENSOR IN UNIT			

Item	Description	Quantity	Rate	Amount
	-PRESSURE TESTED AIR INTAKE SYSTEM AND FOUND THE CAC LEAKS AT BOTH TOP CORNERS -FOUND THE RUBBER HOSES ON EXH SIDE OF ENGINE ARE LEAKING BAD -TALKED WITH IAN AND SUBMITTED PICS AND WENT TO PARTS TO GET A QUOTE -REMOVED CAC SHROUD FROM FRONT AND SET ASIDE -REMOVED BOTH CAC PIPES -REMOVED CONDENSOR AND SET ASIDE -DISCONNECTED COOLANT RESERVOIR -DISCONNECTED CAC AND REMOVED FROM UNIT -GOT AUTHORIZATION FOR PARTS, WAITING PARTS TO ARRIVE -RECEIVED CAC -MOUNTED CAC -REINSTALLED CONDENSOR -REINSTALLED RESERVOIR -REINSTALLED CAC SHROUD -CONNECTED CAC PIPING WITH NEW RUBBERS ON P/S -STARTED UNIT AND HAS A TON MORE POWER NOW WITH NO INTAKE LEAKS -UNIT STILL NEEDS CODES CLEARED AND THEN REGEN/SCR TEST TO CONFIRM UNIT COMPLETE(DISCUSSED WITH IAN AND DANE AS TO WHERE IM AT) -CLEARED ALL CODES AND BROUGHT UNIT OUTSIDE -COMPLETED SCR TEST AND PASSED ALL TESTS -COMPLETED PARTICULATE FILTER DESOOT TEST AND PASSED -COMPLETED REGEN AND PASSED -NO CODES CAME UP AND EVERYTHING WORKS AND FUNCTIONS AS IT SHOULD NOW			
Parts	CLAMP- V BAND - 5304600	1.00000	\$100.94	\$100.94
Parts	GASKET, AFM DEVICE - 2880215	1.00000	\$25.69	\$25.69
Parts	GASKET, DPF - 5417859CUM	2.00000	\$129.90	\$259.80
Parts	DPF RESTORED- GOLD SERVICE- 1YR WARRANTY - 5509714USED	1.00000	\$485.66665	\$485.67
Parts	DOC RESTORED- SILVER SERVICE - 5509694USED	1.00000	\$319.00	\$319.00
Parts	VALVE COVER GASKET - 3104392CUM	1.00000	\$93.82	\$93.82
Parts	CAC - CAC61-1213TRP	1.00000	\$995.61	\$995.61
Parts	4" CAC CLAMP - CLP-066	4.00000	\$12.00	\$48.00
Parts	HOSE, 4" COLD SIDE CAC - D50-1076	2.00000	\$113.13	\$226.26
Parts	M6-1.0X16MM MC FT HEX BOLT - 056.6..16	1.00000	\$0.171	\$0.17
			Subtotal	\$5,236.96

Complaint: HOOD SUPPORT CABLES BROKEN/ WORN

Item	Description	Quantity	Rate	Amount
Cause: Customer request				
(Inspection)				
Labor	Correction: Chassis / Cab Hardware / JESSE -SUPPORTED HOOD -REMOVED CABLES MARC -INSTALLED NEW HOOD CABLE STOPS -TIGHTENED TO SPEC -REMOVED SUPPORT AND TESTED HOOD STOPS -ALL WORKS PROPER NOW	0.75000	\$149.00	\$111.75
Parts	HOOD CABLES - L92-6017-1275	2.00000	\$86.89	\$173.78
			Subtotal	\$285.53

Complaint: CLOCK AIR SHUT OFF VALVE**Cause: VALVE IS 90% CLOSED WHEN UNIT IN OPERATION AND VALVE IS OPEN WHEN TRIPPED****(Inspection)**

Labor	Correction: Chassis / Chassis / MARC -FOUND SHOCKER WAS IN 90% CLOSED POSITION WHEN RUNNING AND OPEN IN TRIPPED POSITION -FOUND WHEN REMOVED CAC PIPING TO REPLACE CAC -LOOKED UP HISTORY AND FOUND I SERVICED VALVE IN DEC AND I SCREWED UP AND CLOCKED INCORRECTLY -DISASSEMBLED VALVE -SET FLAP TO OPEN POSITING AND INSTALLED KNOB -REASSEMBLED VALVE -TESTED VALVE AND NOW THE VALVE IS FULL OPEN ON OPERATION AND FULL CLOSED ON TRIP -PROBLEM RECTIFIED	0.50000	\$149.00	\$74.50
			Subtotal	\$74.50

Unit: #31 VIN: 1XKWD40X0MR976269
2021 Kenworth W900
Chassis: 456,803 Kilometers
Engine: 12,726 Hours

Labor	\$4,283.75
Parts	\$3,426.92
Pre-Charge Subtotal	\$7,710.67
Exempt (0% of \$0.00)	\$0.00
Total	\$7,710.67
Payments & Credits	\$7,710.67
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
3/18/2026	3/18/2026	103853672	Cash	ACCOUNT CLEARING	\$7,710.67

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Payment is due upon receipt for customers without an approved account.

Accepted payment methods:

- EFT
- Cheque

Ascent Transport- NISKU
 1901 5th Street
 Nisku, AB T9E 7V7, CA
 d.wetsch@ascenttransport.com
 780-979-0679



Invoice: NIS-114143
Date: 11/13/2024

Bill To
 Ascent Transport Ltd.

P: 780-608-6428

Remit Payment To
 Ascent Transport Ltd. Head Office- Nisku Branch
 1901 5th Street
 Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-11572	Net 30	12/13/2024	David Wetsch		#31

Item	Description	Quantity	Rate	Amount
Inspection				
Labor	Quality Control: Free post service inspection	0.00000		\$0.00
			Subtotal	\$0.00

Complaint: 300 HR WET SERVICE/WITHFUEL

Cause: Customer request

Labor	Correction: Engine / Lubrication / SERVICE UNIT. DRAIN OIL AND CHANGE FILTER. OIL ANALYSIS # REFILL WITH 10W30 OIL. CHANGE BOTH PRIMARY/SECONDARY FUEL FILTERS. RUN UNIT AND CHECK FOR LEAKS. GREASE UNIT. PERFORM PM INSPECTION.	3.00000	\$149.00	\$447.00
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LIST ANY DEFECTS FOUND:

Item	Description	Quantity	Rate	Amount
	SHOULD GET AN ALIGNMENT, REAR TIRE WEAR			
	AXLE 2 TIRES 10/9 8/10			
	TIRES			
	9 10			
	10/9 8/10			
	24/24 24/24			
	STROKES			
	32 32			
	38 38			
	38 40			
Parts	FILTER, OIL - LF14001NNFLG	1.00000	\$95.57	\$95.57
Parts	KIT- OIL ANALYSIS - CC2543FLG	1.00000	\$26.59	\$26.59
Parts	BULK-10W30 MOBIL 1300 DELVAC SUPER - MOBIL10W30	44.00000	\$4.32	\$190.08
Parts	FILTER, FUEL-CUMMINS ISX SECONDARY SPIN ON - FF5825NN	1.00000	\$75.85	\$75.85
Parts	FILTER, FUEL/WATER SEPARATOR (USE FS20172 WHEN STOCK IS DEPLETED) - K37-1029	1.00000	\$122.38	\$122.38
			Subtotal	\$957.47

Complaint: DRIVER COMPLAINT- WHEN YOU FIRST START UNIT FAN WILL NOT SHUT OFF UNTIL IT HITS 170 DEGREES

Cause: REQ

(Inspection)

Labor	Correction:	4.00000	\$149.00	\$596.00
	Engine / Cooling / DRIVER COMPLAINT- WHEN YOU FIRST START UNIT FAN WILL NOT SHUT OFF UNTIL IT HITS 170 DEGREES			
	FOUND FAN HUB LEAKING			
	REPLACED WITH REMAN.			
	GAVE CORE TO PARTS			
Parts	CLUTCH FAN REMAN - 79A9595RMAN	1.00000	\$1,213.79	\$1,213.79

Item	Description	Quantity	Rate	Amount
Parts	Inherent Core for CLUTCH FAN REMAN - HOR79	1.00000	\$528.00	\$528.00
Parts	Dirty Core for CLUTCH FAN REMAN - HOR79	-1.00000	\$528.00	-\$528.00
			Subtotal	\$1,809.79

Complaint: DRIVER COMPLAINT-REPLACE FOUR DRIVES REAR AXLE**Cause:** Customer request**(Inspection)**

Labor	Correction: Chassis / Tire & Wheels / DRIVER COMPLAINT-REPLACE FOUR DRIVES REAR AXLE REPLACED BY FT NISKU DRIVER COMPLAINT-REPLACE FOUR DRIVES REAR AXLE REPLACED BY FT NISKU	0.00000		\$0.00
Parts	FOUNTAIN TIRE INVOICE - INV 0171232029	4.00000	\$57.25	\$229.00
Parts	TIRE, RECAP 11R245 PC ARMOR MAX ESD - DRIVE - 254090597	2.00000	\$356.71	\$713.42
Parts	TIRE, RECAP 11R245 PC ARMOR MAX ESD - DRIVE - 254090597	2.00000	\$356.71	\$713.42
			Subtotal	\$1,655.84

Complaint: INSPECT ACTUATOR AND TURBO, MALFUNCTIONING ACTUATOR AND FAULTY TURBO**Cause:** FAULT CODE 5177 VGT ACTUATOR ABNORMAL UPDATE RATE CAUSING TURBO TO BE STUCK CLOSED NOT ALLOWING GASSES THROUGH**(Inspection)**

Labor	Correction: Chassis / Chassis / MARC -PLUGGED IN CPU AND GOT ACTIVE CODES FOR VGT ACTUATOR -FOLLOWED TROUBLE SHOOTING -DRAINED COOLANT AND REMOVED VGT ACTUATOR -TESTED VGT WITH CPU AND FAILED -REMOVED BELLOWS PIPE AFTER TURBO TO CHECK TURBO -FOUND BELLOWS BROKEN INTERNALLY -GOT NEW BELLOWS KIT AND REPLACED ON UNIT -WAITING VGT ACTUATOR TO SHOW UP -REMOVED TURBO -REMOVED FITTINGS FROM TURBO	6.00000	\$149.00	\$894.00
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Item	Description	Quantity	Rate	Amount
	-REPLACED ALL ORINGS FOR FITTINGS -REPAIRED TURBO SPEED SENSOR PLUG AS IT BROKE WHEN UNPLUGGING -CLEANED ALL MATING SURFACES READY FOR INSTALL -RECIEVED NEW TURBO -INSTALLED TURBO AND ALL ATTACHING COMPONENTS -FILLED DANE IN ON WHERE IM AT AND HE TOOK OVER THE INSTALL ACTUATOR AND FILL COOLANT -TOPPED UP COOLANT IN AM AND PARKED UNIT -DANE -RAN INSTALL ACTUATOR, PASSED -INSTALLED ACTUATOR -RAN ACTUATOR CALIBRATION, PASSED -WARMED UP TO OPERATING TEMP -CHECKED VGT, BINDING AT BOTH ENDS OF STOKE -UNIT NEEDS TURBO AS IT IS JAMMING AND FAILING -INSTALLED ACUATOR AFTER TURBO REPLACEMENT -FILLED COOLANT SYSTEM -TAKE OUTSIDE AND RUN UP TO OPERATING TEMP -CLEAN UP AREA -CHECK OVER UNIT, NO LEAKS FOUND -JUST NEED TO TOP UP COOLANT RESERVOIR -TOPPED UP COOLANT RESERVOIR AND PARKED UNIT *NEED TO RECEIVE PARTS TO CLOSE ACTION*			
Parts	VGT ACTUATOR - 6382093	1.00000	\$1,286.00	\$1,286.00
Parts	Inherent Core for VGT ACTUATOR - TACT03054-AM	1.00000	\$295.00	\$295.00
Parts	Dirty Core for VGT ACTUATOR - TACT03054-AM	-1.00000	\$295.00	-\$295.00
Parts	BELLOWS PIPE KIT - EBPB11861	1.00000	\$361.74	\$361.74
Parts	TURBO EXH GASKET - 4966441CUM	1.00000	\$25.04	\$25.04
Parts	SEALING WASHER, CUMMINS ISX - 3963991CUM	2.00000	\$7.45	\$14.90
Parts	3 WIRE PIGTAIL, PLUG AND GO - 94706	1.00000	\$9.77	\$9.77
Parts	TURBO- LOCK NUT - 4298975CUM	4.00000	\$12.58	\$50.32
Parts	TURBO STUD - 3689587CUM	4.00000	\$11.47	\$45.88
Parts	TURBO - 5458937HX	1.00000	\$6,425.00	\$6,425.00
Parts	Inherent Core for TURBO - 5458937HX CORE	1.00000	\$1,000.00	\$1,000.00
Parts	Dirty Core for TURBO - 5458937HX CORE	-1.00000	\$1,000.00	-\$1,000.00

Item	Description	Quantity	Rate	Amount
Parts	DELIVERY FEE - SVC-DEL	1.00000	\$250.00	\$250.00
			Subtotal	\$9,362.65

Unit: #31 VIN: 1XKWD40X0MR976269
 2021 Kenworth W900
 Chassis: 446,697 Kilometers
 Engine: 12,397 Hours

Labor	\$1,937.00
Parts	\$11,848.75
Pre-Charge Subtotal	\$13,785.75
Exempt (0% of \$0.00)	\$0.00
Total	\$13,785.75
Payments & Credits	\$13,785.75
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
3/18/2026	3/18/2026	103853672	Cash	ACCOUNT CLEARING	\$13,785.75

Thank you for your business — we appreciate your prompt payment.

Payment is due upon receipt for customers without an approved account.

Accepted payment methods:

- EFT

Ascent Transport- NISKU
 1901 5th Street
 Nisku, AB T9E 7V7, CA
 d.wetsch@ascenttransport.com
 780-979-0679



Invoice: NIS-113542

Date: 9/1/2024

Bill To
 Ascent Transport Ltd.

Remit Payment To
 Ascent Transport Ltd. Head Office- Nisku Branch
 1901 5th Street
 Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-11114	Net 30	10/1/2024	David Wetsch		#31

Item	Description	Quantity	Rate	Amount
Inspection				
Labor	Quality Control: Free post service inspection	0.00000		\$0.00
			Subtotal	\$0.00

Complaint: DRIVER COMPLAINT: TRANSMISSION MAKING NOISE WHILE IN 4TH AND 8TH GEAR. ONLY IN LOW SPLIT, IN HIGH SPLIT NOISE IS GONE

Cause: SHRAPNEL IN TRANSMISSION.

Item	Description	Quantity	Rate	Amount
Labor	Correction: Transmission / Manual Transmission / -CHECK TRANSMISSION OIL LEVEL -PLUG SWAP UNIT -CHECK SPLITTER OPERATION CHECKED SPLITTER, EXHAUSTING AIR SOUNDS MUFFLED REMOVED SPLITTER VALVE CONTROL LINE, OIL DRAINING OUT LINE REMOVED SUPPLY SIDE LINE, LOOKS CLEAN REMOVED SPLITTER VALVE ACTUATOR, FULL OF OIL AND GOOP GOT SPLITTER REBUILD KIT DRAINED TRANS OIL FOUND BIG SHRAPNEL CHUNK ON DRAIN MAGNET REMOVED DRIVESHAFT, SHIFT TOWER, TRANS COOLER, BELLY BARS, TRANS AIR LINES, AND WIRING REMOVED CLUTCH BOLTS AND GREASE LINES SUPPORTED AND SECURED TO TRANSMISSION JACK REMOVED REAR SUPPORT BAR AND BELL HOUSING BOLTS REMOVED YOKE TO CLEAR EXHAUST FLEX PIPE LOWERED TRANSMISSION AND SLIDE OUT FROM UNDER UNIT REMOVED FLYWHEEL AND GAVE TO PARTS FOR RESURFACING REAR MAIN SEAL LOOKS OK CLEANED OUT BELL HOUSING CHRIS SEARCHED FOR TRANSMISSION FROM 20, ONLY FOUND 13 SPEED TRANSMISSION TALKED TO DAVE, GOING TO INSTALL FOUND SHIFT COVER BOLT SHEARED OFF. PULLED SHIFT COVER TO REMOVE BOLT GOT BOLT EXTRACTED CLEANED UP GASKET SURFACE PULLED BELL HOUSING ON BOTH TRANNYS CLEANED AND SCRUBBED ONE TO BE USED REPLACE O RINGS ON OIL HALO CLEANED GASKET SURFACES OF BELL HOUSING	29.00000	\$149.00	\$4,321.00

Item	Description	Quantity	Rate	Amount
	INSTALLED NEW INPUT SHAFT AND MAIN BEARING INSTALLED BELL HOUSING W/ GASKETS INSTALLED FLYWHEEL INSTALLED SHIFT FORK REMOVED SHIFT TOWER COVER - WAS SILICONED ON, CLEANED IT ALL UP INSTALL TRANNY AND BOLT UP CLUTCH - HAD JESSY BAR ENGINE OVER PULL PTO COVER, 2 BOLTS SHEARED OFF AND 2 STUDS REMAINING FROM WHEN PTO WAS INSTALLED , SILICONED ON AS WELL CLEANED SILICON AND EXTRACTED BOLTS HOOK UP COOLER LINES HOOK UP ALL ELECTRONICS AND AIR TEST DROVE LEAK CHECKED, NO LEAKS JESSE ONCE TRUCK WAS PULLED INTO SHOP AND PEDAL FREE PLAY MEASURES AT 1 1/2" CLUTCH OPERATING PROPERLY			
Parts	3/8 x 1 GR 8 PL NC Bolt - CS8SC-038-100	1.00000	\$0.544	\$0.54
Parts	EATON SHIFT BAR HOUSING GASKET - 4302676	1.00000	\$6.25	\$6.25
Parts	3/8" LOCK WASHER - 8LWS-038	1.00000	\$0.108	\$0.11
Parts	EASY PEDAL CLUTCH - MU10892525SX	1.00000	\$796.88	\$796.88
Parts	Inherent Core for EASY PEDAL CLUTCH - MU10892525SX	1.00000	\$90.00	\$90.00
Parts	Dirty Core for EASY PEDAL CLUTCH - MU10892525SX	-1.00000	\$90.00	-\$90.00
Parts	CLUTCH INSTALL KIT K3762 - K3762	1.00000	\$369.40	\$369.40
Parts	CROSS SHAFT K210-883 - K210-883	1.00000	\$63.20	\$63.20
Parts	CLUTCH CROSS SHAFT- RH- SHORT ONE - CP106C1498	1.00000	\$12.21	\$12.21
Parts	HALO O-RING KIT - K3341	1.00000	\$28.36	\$28.36
Parts	CLUTCH BRAKE, 2 PIECE - SB200	1.00000	\$49.58	\$49.58
Parts	3/8 x 3 BOLT - CS8SC-038-300	2.00000	\$1.247	\$2.49
Parts	6 BOLT PTO SHIFT COVER GASKET MUNCIE .020 - 35P9-2	1.00000	\$2.69	\$2.69
Parts	7/16 X 3/4 GR8 PL NC BOLT - CS8SC-043-075	6.00000	\$0.293	\$1.76
Parts	7/16 G8 LOCK WASHER - 8LWS-043	6.00000	\$0.15	\$0.90
Parts	AUTOMATIC TRANSMISSION FLUID - MOBILATF	19.00000	\$6.049	\$114.93
Parts	1/4 TUBE X 3/8 PIPE, D.O.T. - PC1468-4C	1.00000	\$5.72	\$5.72

Item	Description	Quantity	Rate	Amount
Parts	5/32 UNION - PC1462-5/32	4.00000	\$10.37	\$41.48
Parts	TRANS STUD 5/8 2 3/16 - 14554	2.00000	\$3.10	\$6.20
Parts	5/8 GR8 NF NYLON LOCK NUT - NN8SF-062	2.00000	\$1.446	\$2.89
Parts	1/2 x 1 3/4 GR 8 PL NC Bolt - CS8SC-050-175	2.00000	\$0.915	\$1.83
Parts	1/2 Gr 8 Plated Washer - 8WS-050	4.00000	\$0.308	\$1.23
Parts	1/2 GR8 NC Nylon LK Nut - NN8SC-050	2.00000	\$0.78	\$1.56
Parts	TRANSMISSION OIL 50W - MOBILTRANS50	18.00000	\$10.79	\$194.22
			Subtotal	\$6,025.43

Complaint: REPLACE WINDSHIELD NISKU GLASS**Cause:** Customer request

(Inspection)

Labor	Chassis / Chassis / REPLACE WINDSHIELD NISKU GLASS	0.00000		\$0.00
Labor	NISKU GLASS INVOICE	1.00000	\$242.99988	\$243.00
			Subtotal	\$243.00

Unit: #31 VIN: 1XKWD40X0MR976269

2021 Kenworth W900

Chassis: 427,328 Kilometers**Engine:** 12,029 Hours

Labor	\$4,564.00
Parts	\$1,704.43
Pre-Charge Subtotal	\$6,268.43
Exempt (0% of \$0.00)	\$0.00
Total	\$6,268.43
Payments & Credits	\$6,268.43
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
3/18/2026	3/18/2026	103853672	Cash	ACCOUNT CLEARING	\$6,268.43

Thank you for your business — we appreciate your prompt payment.

Payment is due upon receipt for customers without an approved account.

Accepted payment methods:

- EFT
- Cheque
- Interac e-transfer to accounting@ascenttransport.com

Please note: A 4% processing fee applies to all payments made by Visa or Mastercard.

For approved customer accounts, payment terms are NET 30 days. A finance charge of 2% per month (24% annually) will be applied to overdue balances.