

A31-1
NOV

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



Invoice: NIS-121372
Date: 7/28/2026

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-16847	Net 30	8/27/2026	David Wetsch		#28

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

Complaint: DIAGNOSE CLUTCH/ SERVO OPERATION

Cause: FAILED SERVO AND CLUTCH

Item	Description	Quantity	Rate	Amount
Labor	Correction: Transmission / Clutch / - PULLED OFF INSPECTION COVER FROM TRANSMISSION - CHECKED FOR ANY SPRINGS OR PIECES IN BELL HOUSING AND NOTHING - THE SERVO IS FAULTY AS IT IS PUKING OUT BRAKE FLUID - CHECKED AND HAVE JUST A LITTLE OVER HALF AN INCH BETWEEN CLUTCH BRAKE AND RELEASE BEARING, SO GOOD - REPLACED THE SERVO AND GAVE THIS ONE BACK FOR WARRANTY - BLED THE SERVO AND TRIED THE CLUTCH AGAIN, STILL WILL NOT GO INTO GEAR - GOT IT INTO GEAR ONCE AND IF YOU TAKE YOUR FOOT OFF THE PEDAL THE SLIGHTEST BIT, LIKE MAYBE 1/8 TO 1/4 INCH THE TRUCK STARTS CREEPING - SO THE CLUTCH IS ENGAGING RIGHT AT THE TOP - PUT A .004 TO .006 GO NO GO FEELER BLADE IN BETWEEN THE BRAKE AND BEARING WITH THE CLUTCH FULLY DEPRESSED AND IT CLAMPS IT EVER SO SLIGHTLY BUT NOT MUCH AT ALL AS I COULD STILL PULL IT OUT - AT ONE POINT I HAD IT WHERE THE CLUTCH BRAKE DID WORK PROPERLY BUT THEN NOT AGAIN AFTER THAT - WHICH REALLY LEADS ME TO BELIEVE THAT THERE IS SOMETHING INTERNALLY IN THE CLUTCH THAT IS GETTING HUNG UP AND NOT LETTING THE CLUTCH FULLY RELEASE AND NOT LETTING IT FULLY CLAMP THE RELEASE BEARING, ALSO THE FACT THAT THE CLUTCH IS ENGAGING AFTER AN 1/8 OF AN INCH OF RELEASING THE PEDAL - RECOMMEND REPLACING THE CLUTCH			\$636.00
Parts	CLUTCH SERVO - E17-1006	1.00000	\$645.05 -17% ~~\$774.06~~	\$645.05 ~~\$774.06~~
Parts	CLUTCH - C30892525MO	1.00000	\$1,085.58 -13% ~~\$1,248.42~~	\$1,085.58 ~~\$1,248.42~~
Parts	CLUTCH INSTALL KIT - K3762CL	1.00000	\$346.74 -23% ~~\$450.76~~	\$346.74 ~~\$450.76~~
Parts	SHIFT TOWER GASKET - 4305294	1.00000	\$15.42 -29% ~~\$21.59~~	\$15.42 ~~\$21.59~~
Parts	ZIPTIE, 15-1/4" X 0.30" HD BLACK - 83-6029	5.00000	\$0.27 -49% ~~\$0.53~~	\$1.35 ~~\$2.65~~
Parts	CLUTCH BRAKE, 2 PIECE - SB200	1.00000	\$54.80 -23% ~~\$71.24~~	\$54.80 ~~\$71.24~~
Parts	ZIPTIE, 15-1/4" X 0.30" HD BLACK - 83-6029	15.00000	\$0.27 -49% ~~\$0.53~~	\$4.05 ~~\$7.95~~
Parts	SURFACE FLYWHEEL - SRFFLYSB	1.00000	\$117.70 -23% ~~\$153.04~~	\$117.70 ~~\$153.04~~

Item	Description	Quantity	Rate	Amount
Parts	BREATHER - 4304602	1.00000	\$12.49	\$12.49
			-29% ~~\$17.49~~	~~\$17.49~~
Parts	SPEED SENSOR, TRANSMISSION - K4148	1.00000	\$61.27	\$61.27
			-23% ~~\$79.65~~	~~\$79.65~~
Parts	WASHER, FLAT 5/8" Gr8 PLATED - 8WS-062	1.00000	\$0.55	\$0.55
			-50% ~~\$1.10~~	~~\$1.10~~
Parts	CONNECTOR 1/4 SAE FLARE X 1/4 MPT - 48-4B	1.00000	\$0.90	\$0.90
			-50% ~~\$1.81~~	~~\$1.81~~
Parts	STRAP KIT-BEARING RETAINER - 250-70-18X	1.00000	\$30.78	\$30.78
			-23% ~~\$40.01~~	~~\$40.01~~
Parts	1/4 TUBE OD X 1/8 MALE PIPE - 49-4A	1.00000	\$1.16	\$1.16
			-33% ~~\$1.74~~	~~\$1.74~~
Parts	FITTING, 1/8 F-NPT COUPLING UNION - 103-A	1.00000	\$0.84	\$0.84
			-50% ~~\$1.68~~	~~\$1.68~~
Parts	HEX NIPPLE, 1/8" NPT - 122-A	1.00000	\$0.59	\$0.59
			-50% ~~\$1.18~~	~~\$1.18~~
Parts	GREASE, MOBIL XHP222 LITHIUM COMPLEX - TUBE (BLUE) - XHP222	1.00000	\$6.23	\$6.23
			-29% ~~\$8.72~~	~~\$8.72~~
Parts	GREASE, MOBIL XHP322 MINE - TUBE (GRAY-BLACK) - XHP322	1.00000	\$5.97	\$5.97
			-29% ~~\$8.35~~	~~\$8.35~~
			Subtotal	\$3,027.47

Complaint: REPLACE FAILED CLUTCH - NEEDS ROAD TEST

Cause: Customer request

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Transmission / Clutch / REMOVED FENDER REMOVED WIRES AND LINES FROM OFF OF TRANS - PLUGGED OFF COOLER LINES REMOVED FRONT FENDER PIECE FROM IN FRONT OF BATTERY BOX REMOVED SHIFT TOWER COVER 2 OF THE BOLTS FOR THE 2ND SHIFT TOWER COVER WERE SEIZED AND STRIPPING - CUT OFF PARTS COULDN'T FIND SHIFT TOWER BLOCK OFF PLATE SO MADE ONE OUT OF CARDBOARD REMOVED NOODLE LINES AND SHIFT TOWER INSTALLED BLOCK OFF PLATE PULLED PLUG ON FRONT OF ENGINE TO MANUALLY TURN IT OVER REMOVED ALL CLUTCH BOLTS AND INSTALLED CAGING BOLTS UNBOLTED AND PUT FRONT HALF OF DRIVELINE ON RATCHET STRAPS WENT TO REMOVE GREASE LINE BUT THE FITTING WAS BROKEN OFF ALREADY REMOVED TOP BOLTS OFF TRANS REMOVED STRAP BOLTS GOT TRANS JACK POSITIONED STRAPPED TRANS DOWN ON JACK REMOVED AIR LINE GOING INTO TRANS TRIED PULLING TRANS BACK BUT SOMETHING WAS BINDING FOUND BELLHOUSE BOLT STILL IN BEHIND THE SERVO GOT TRANS DOWN AND OUT FROM UNDER TRUCK HAD TO LIFT FRONT OF TRUCK A BIT IN ORDER TO GET TRANS OUT REMOVED CLUTCH AND INSPECTED FOUND IT WAS DAMAGED PRESSURE WASHED TRANS CLEANED GREASE AND BRAKE DUST OUT OF FRONTSIDE OF TRANS WITH BRAKE KLEEN REMOVED INPUT SHAFT CLEANED GASKET OFF INSTALLED NEW INPUT SHAFT PULLED FLYWHEEL OFF AND INSTALLED NEW ONE + TORQUED TO 185 FT-LBS WET TORQUE AS PER INSTALL GUIDE CLEANED UNDER TRUCK TO GET READY FOR TRANS INSTALLED CLUTCH ON TRANS SIDE TIED UP LOOSE LINES THAT MIGHT GET IN THE WAY SLID TRANS UNDER TRUCK			\$3,498.00

Item	Description	Quantity	Rate	Amount
	END OF DAY CLOSE			
	GOT GUIDE STUDS INSTALLED			
	GOT TRANS UP TO CORRECT HEIGHT			
	ADJUSTED TILT ON TRANS JACK			
	GOT TRANS STABBED AND BOLTED BELLHOUSING AND TORQUED TO 60 FT-LBS WITH BLUE LOCTITE AS PER SERVICE GUIDE			
	BOLTED CLUTCH TO FLYWHEEL AND TORQUED TO 50FT-LBS AS PER SERVICE GUIDE			
	INSTALLED SERVO AND ALL LINES/ CABLES THAT WERE DISCONNECTED AT THE START			
	MADE SURE EVERYTHING WAS CONNECTED BEFORE RE-SECURING EVERYTHING			
	INSTALLED SHIFTER			
	HAD TO HEAT UP ALUMINIUM PLATE THAT SECURES THE SHIFT BOOTS IN ORDER TO GET 2 SEIZED BOLTS OUT			
	INSTALLED PLATE ONCE IT COOLED OFF			
	INSTALLED DRIVELINE			
	REPLACED BROKEN GREASE FITTING FOR RELEASE BEARING			
	ADJUSTED CLUTCH			
	INSTALLED INSPECTION WINDOW PLATE			
	CLEAN UP			

Subtotal \$3,498.00

Complaint: WASH TRANSMISSION AND ENGINE FOR CLUTCH

Cause: Customer request

(Inspection)

Labor	Correction:			\$79.50
	Chassis / Chassis / BACKED UNIT UP A BIT TO WASH			
	WASHED UNDERSIDE OF EVERYTHING			
	WASHED MOTOR WHERE BELLHOUSING BOLTS ON			
	PULLED TRUCK OUTSIDE TO DRY OFF			

Subtotal \$79.50

Complaint: CHECK FOR AIR LEAKS

Cause: AIRLINE DSICONNECTED AT REAR AIRBAG

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Air Brake / - PULLED UNIT INSIDE BAY 2 - HEARD AIR EXPELLING AT THE LEVELING VALVE, CHECKED FOR AIR LEAKS - FOUND ONE OF THE SMALL AIRLINES GOING TO THE REAR RH AIRBAG WAS OFF (LIKELY TO DUMP THE BAGS QUICKLY) - REATTACHED LINE, AIRED TRUCK BACK UP AND MONITORED AIR PRESSURE IN TANKS AS I PREFORMED OTHER TASKS, NO DROPS IN PRESSURE NOW. - PARKED UNIT BACK IN YARD AND PUT KEYS BACK JOB COMPLETE			\$159.00

Subtotal \$159.00

Complaint: T'S STACK BUSHING - NOISY

Cause: RUBBER SQUEAKING ON THE STACK BUSHING ROD

(Inspection)

Labor	Correction: Engine / Exhaust / T'S STACK BUSHING - NOISY - COULD HEAR THE SQUEAKING WHEN PULLING THE UNIT INTO THE SHOP - ROCKED DS STACK AS MUCH AS I COULD, REPLICATED THE SQUEAKING SOUND, DOESN'T SEEM LIKE THE BUSHING IS WORN AND SQUEAKING. THE SQUEAKING IS COMING FROM THE RUBBER ROD HOLDERS ON THE TOP AND BOTTOM OF THE BUSHING - IAN RECCOMENDED LUBRICATING THE RUBBERS AND SEEING IF THAT WOULD STOP THE SQUEAKING, SPRAYED RUBBERS WITH DRY GRAPHITE. - SQUEAKING HAS GONE AWAY NOW, NO FURTHER REPAIR REQUIRED AT THIS TIME. JOB COMPLETE			\$159.00
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Subtotal \$159.00

Complaint: CHECK UNIT FOR BOOST LEAKS

Cause: FAULTY/ LOOSE HOSE CLAMPS AND HOSES

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Engine / Air Intake / Induction / - PULLED UNIT INTO BAY 2 AND LISTENED FOR LEAKS WITH THE ENGINE RUNNING, SNOOPED PIPING WITH SOAPY WATER AND FOUND SOME SEEPAGE AT MOST THE PIPING, TIGHTENED THOSE CLAMPS, REPORTED BACK TO IAN, STILL WANT TO PRESSURE TEST WITH THE CAC TESTER - GRABBED CAC TEST KIT AND CONNECTED ON TURBO INTAKE, HAD TO REMOVE THE UPPER INTAKE PIPE. - PRESSURED UP SYSTEM AND CHECKED FOR LEAKS, NOTICED BOTH PIPES FEEDING INTO THE HEAT EXCHANGER HAS SEEPAGE THROUGH THE PIPING SEEMS, ALSO NOTICED THIS ON THE PIPE COMING OFF THE TURBO ASWELL. THESE PIPES SHOULD BE REPLACED. THERE WAS ALSO SOME SEEPAGE AT THE TURBO ELBOW PIPE, GOING TO REPLACE THAT O-RING ASWELL - GOT NEW INTAKE PIPING FROM PARTS, INSTALLED ON ENGINE, REPLACED THE TURBO ELBOW PIPING O RING. PRESSURE TESTED AGAIN. - NO MORE LEAKS VISIBLE AFTER PRESSURE TESTING AND SNOOPING THE PIPING AND CLAMPS - REASSEMBLED INTAKE PIPING AND WRAPPED UP ALL TOOLING, BROUGHT BACK TO PARTS. JOB COMPLETE			\$278.25
Parts	HOSE, CAC COLD SIDE - 561.75176	3.00000	\$28.83	\$86.49
			-23% \$37.48	\$112.44
Parts	CLAMP, 4" - FLX25840462	6.00000	\$15.60	\$93.60
			-29% \$21.84	\$131.04
Parts	SEAL - 3102802CUM	1.00000	\$8.39	\$8.39
			-29% \$11.75	\$11.75
			Subtotal	\$466.73

Unit: #28 VIN: 1XPCD40X8MD715689

2021 Peterbilt 567

APU: 0 Hours

Chassis: 576,800 Kilometers

Engine: 14,270 Hours

Labor	\$4,809.75
Parts	\$2,579.95
Pre-Charge Subtotal	\$7,389.70
Exempt (0% of \$0.00)	\$0.00
Total	\$7,389.70
Payments & Credits	\$0.00
Balance Due	\$7,389.70

Total Savings: \$566.69

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



Invoice: NIS-119985
Date: 3/1/2026

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-15642	Net 30	3/31/2026	David Wetsch		#28

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

Complaint: UNIT IN DERATE

Cause: HEAVY SOOT LOAD

Item	Description	Quantity	Rate	Amount
Labor	Correction: Engine / Exhaust / -HOOKED UP TO INSITE AND CHECKED CODES. -FOUND ACTIVE CODE 2554 FOR EXHAUST PRESSURE. -REMOVED SENSOR AND CHECKED FOR SOOT BUILDUP, SENSOR CLEAN. -REMOVED TUBES AND INSPECTED FOR BLOCKAGE, TUBES CLEAN. -PERFORMED SENSOR VERIFICATION TEST, CODE REMAINS ACTIVE. -CHECKED SOOT ASH LOAD AND FOUND AT 79%, NEEDS REGEN. -PULLED UNIT OUTSIDE AND RAN REGEN. -UNIT CODED IN REGEN, ASH LOAD DID NOT GO DOWN, WILL REQUIRE FURTHER DIAGNOSIS. -TROUBLESHOOTING STEPS WHEN LOOKING UP CODE THOUGH INSITE SAYS CHECK BAROMETRIC PRESSURE READINGS, INSITE T/S DOESNT HAVE THAT STEP -EXHAUST PRESSURE READING 31.5 IN HG, BAROMETRIC ATMOSPHERE READING 27.5 IN HG, FAIL SPEC MORE THAN 3 IN HG DIFFERENCE -GOOGLE SAYS ATMOSPHERIC PRESSURE SHOULD BE 30 IN HG IN NISKU, AND SEAL LEVEL IS ABOUT 29 IN HG... -CHECKED 2 OTHER TRUCKS, BOTH READING BAROMETRIC PRESSURE AT 27.5 IN HG -EXHAUST READING DROPPED BELOW 30.5 IN HG, CODE WENT INACTIVE -CHECKED SENSOR SUPPLY AND RETURN, 5.0V, OK -CHECKED EXHAUST CONNECTIONS FOR LEAKS WITH SOAP AND WATER, RAN UNIT, BUBBLES AROUND TURBO GASKET, AND SENSOR TUBE CONNECTION, -RE-TORQUED TURBO NUTS TO 60 FT LBS, 2 WERE LOOSE, TIGHTENED SENSOR TUBE CONNECTIONS -RE-CHECK FOR LEAKS, SMALL BUBBLES COMING FROM MANIFOLD CONNECTION BETWEEN 1 & 2 -UPDATE ECM CALIBRATION REVISION TO GET AIR HANDLING TEST ON UNIT -HD10484.07 CURRENTLY, INSTALLED HD10484.08 -RAN AIR HANDLING PERFORMANCE TEST, EVERYTHING GOES NORMAL TILL THE IDLE SHUTDOWN KICKS OUT TEST -RAN REGEN, CAN SMELL EXHAUST COMING INTO CAB, CHECKED FOR LEAKS, FAULT CODE RETURNED, UNIT SHUTDOWN, -BRING BACK INSIDE AND CONTINUE TROUBLESHOOTING -CHECKED ALL OVER EGR AND EXHAUST MANFOLD COVERED IN SOOT, NO CRACKS OR DAMAGE FOUND -TAKE UNIT OUTSIDE AND RUN ENGINE, COMPRESSION, AND AIR HANDLING SYSTEM TEST. TEST PASSED -UNIT WONT START AFTER RUNNING TEST -SOAP TESTED FOR LEAK. NOW THE ENGINE IS COLD AGAIN -BUBBLES STILL LEAKING OUT AROUND TURBO GASKET, #2 MANIFOLD GASKET, AND RING MANIFOLD GASKET BETWEEN #1 AND #2 -MOVE VOMAR UNIT OUTSIDE AND BRING UNIT INTO BAY 6 -ORDERED EXHAUST GASKETS -DRAINED COOLANT AND REMOVED EXHAUST AND TURBO -CLEANED UP PARTS AND SEALING SURFACES AND INSPECTED			\$3,725.00

Item	Description	Quantity	Rate	Amount
	-FOUND SOME SMALL CRACKS ON THE INSIDE OF THE TURBO MOUNT ON MANIFOLD, 2 ON THE INSIDE LIP AND ON ACROSS THE FRONT AND REAR -DIVIDER PORT, DOESNT LOOK LIKE IT'S CRACKED THOUGH TO THE OUTSIDE, FOREMAN PENDING APPROVAL -STAHL ADVISED TO REPLACE THE MANIFOLD BECAUSE IT WAS LIKELY TO SPREAD -REMOVED MANIFOLD OFF PARTS ENGINE IN BAY 6 -CLEANED UP MANIFOLD AND INSPECTED, OK -INSTALLED MANIFOLD, ANTISEIZED BOLTS AND TORQUED TO 44 FT LBS, INSTALLED SENSOR TUBES -INSTALLED TURBO, TORQUED TO 60 FT LBS, REINSTALLED OIL AND COOLANT LINES, SILICONE SEALED COMPRESSOR INTAKE PIPE -RE-INSTALLED INTAKE AND EXHAUST PIPING -VACCUUM FILLED COOLANT SYSTEM, HELD VACCUUM PRESSURE, REFILLED COOLANT -RUN UNIT AND CHECK FOR LEAKS, OK -REPLACED CAB FILTERS, COVERED IN EXHAUST SOOT -RAN REGEN -SAME CODE RETURNED -NO EXHAUST SMELL IN THE CAB ANY MORE -NEXT T/S STEPS CHECK WIRING HARNESS -REMOVED SENSOR AND ECM CONNECTOR, CONTINUITY CHECK ON SIGNAL, RETURN AND SUPPLY, ALL 0.2 OHMS, OK -CHECK FOR SHORTS BETWEEN SUPPLY PIN AND ALL OTHER PINS IN ECM CONNECTOR, NO SHORTS FOUND -VISUALLY INSPECT HARNESS ROUTED ALONG FRONT AND LHS OF ENGINE, LOOM DRIED OUT AND RUBBED THOUGH UNDER CLAMPS AND ZIPTIES, DISCONNECTED OTHER PARTS OF HARNESS AND PULLED OUT, CUT BACK LOOM -FOUND LOOM RIDGES RUBBED THROUGH MULTIPLE PLACES ON MULTIPLE WIRES, CHECKED FURTHER BACK INTO THE HARNESS -WIRING OK FURTHER INTO MAIN HARNESS TRUNK, TAPED UP WIRES TO PROTECT FROM FUTURE DAMAGE -CUT OUT RUBBED WIRING AND SPLICED AND SOLDERED NEW WIRE WHERE NEEDED -TAPED UP WIRING AND REPLACED OLD LOOM, RE-ASSEMBLED HARNESS BRANCHES AND CLAMPS -RE-CONNECTED ALL SENSORS AND SECURED WIRING -RUN UNIT AND CHECK OVER, READY FOR MORE TESTING -Cleared codes -BACKED UNIT OUTSIDE AND RAN A REGEN -WENT OUT TO PARK UNIT AND IT CODED AGAIN -BROUGHT INTO BAY 4 AND CONTINUITY CHECK -MISDIAGNOSED AND THOUGHT THE SIGNAL CIRCUIT HAD A BROKEN WIRE, BUT WAS GOOD -PUT BACK TOGETHER AND THEN SWAPPED SENSOR FROM UNIT 33 THAT IS RIPPED APART IN BAY 7			

Item	Description	Quantity	Rate	Amount
	-CLEARED CODES			
	-PUT UNIT OUTSIDE AND PERFORM REGEN.			
	-MONITORED OFF AND ON THROUGHOUT.			
	-REGEN COMPLETED SUCCESSFULLY AND DID NOT CODE.			
Parts	GASKET, EXHAUST MANIFOLD - ISX - 5486657CUM	4.00000	\$27.95	\$111.80
Parts	GASKET EXHAUST MAN - 3682940CUM	1.00000	\$31.61	\$31.61
Parts	SEAL EXHAUST MANIFOLD - 3683940CUM	2.00000	\$57.88	\$115.76
Parts	GASKET TURBOCHARGER - 3695041CUM	1.00000	\$22.42	\$22.42
Parts	GASKET OIL DRAIN - 5264570CUM	1.00000	\$5.45	\$5.45
Parts	RIGHT STUFF FORM A GASKET - 26015	1.00000	\$38.92	\$38.92
Parts	FILTER, CAB PRE-FILTER - CF19013	1.00000	\$39.00	\$39.00
Parts	FILTER, AIR - CABIN/BUNK - 24479	1.00000	\$24.85	\$24.85
Parts	FILTER, CABIN PARTICULATE - AF56102FLG	1.00000	\$36.54	\$36.54
Parts	WIRE, 18GA BLACK (PER FT) - 87-9002	3.00000	\$0.16	\$0.48
Parts	LOOM, SPLIT 3/8" - 83-8000	2.00000	\$0.25	\$0.50
Parts	LOOM, SPLIT 3/8" - 83-8000	1.00000	\$0.25	\$0.25
			Subtotal	\$4,152.58

Complaint: ROTATE AXLE TWO TO THREE AS THEY HAVE MORE TREAD

Cause: FOR BETTER WEAR

(Inspection)

Labor	Correction:			\$0.00
	Chassis / Tire & Wheels / ROTATE AXLE TWO TO THREE AS THEY HAVE MORE TREAD			
	EIGHT TIRE ROTATION			
	FT NISKU			
	REPAIR COMPLETE			
Labor	ROTATION COMMERCIAL TRUCK (OVER19.5")	8.00000	\$29.16	\$233.28
Parts	SHOP SUPPLIES - SHOP	1.00000	\$23.33	\$23.33
			Subtotal	\$256.61

Complaint: EXHAUST LEAK STILL PRESENT

Item	Description	Quantity	Rate	Amount
Cause: EGR INLET GASKET AND BELLOWS LEAKING.				
(Inspection)				
Labor	Correction:			\$447.00
	Engine / Exhaust / -RAN UNIT AND INSPECTED FOR EXHAUST LEAKS.			
	-FOUND LEAK FROM EGR INLET GASKET AND EXHAUST BELLOWS.			
	-DONT HAVE BELLOWS IN STOCK, QUOTED NEW BELLOWS.			
	-REMOVED EGR INLET CLAMP AND GASKET.			
	-CLEANED MATING SURFACES AND INSTALLED NEW GASKET, REINSTALLED CLAMP.			
	-WAITING FOR NEW BELLOWS.			
	-REMOVED OLD BELLOWS AND CLEANED MATING SURFACES.			
	-INSTALLED NEW BELLOWS WITH SUPPLIED CLAMPS AND GASKETS.			
	-LET THE UNIT RUN ON HIGHIDLE OUTSIDE FOR A LONG PERIOD.			
	-NO FURTHER LEAKS FOUND.			
Parts	GASKET EXH GAS RECON VALVE - 3104230CUM	1.00000	\$59.26	\$59.26
Parts	EXHAUST BELLOWS, M66 KIT - EBPB11861	1.00000	\$365.78	\$365.78
Subtotal				\$872.04

Unit: #28 VIN: 1XPCD40X8MD715689

2021 Peterbilt 567

APU: 0 Hours

Chassis: 550,620.50 Kilometers

Engine: 13,589 Hours

Labor	\$4,405.28
Parts	\$875.95
Pre-Charge Subtotal	\$5,281.23
Exempt (0% of \$0.00)	\$0.00
Total	\$5,281.23
Payments & Credits	\$0.00
Balance Due	\$5,281.23

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-119217

Date: 12/1/2025

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
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 Office- Nisku Branch
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 Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-15440	Net 30	12/31/2025	David Wetsch		#28

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

Complaint: T/S AND DIAGNOSE CEL

Cause: BAD VGT ACTUATOR

Item	Description	Quantity	Rate	Amount
Labor		8.00000	\$149.00	\$1,192.00

Correction:

Chassis / Lighting & Electrical / - HOOKED UP WITH INSITE

- HAD AN ACTIVE CODE FOR 5177 5177 Variable Geometry Turbocharger Actuator Software - Abnormal Update Rate
- WENT THROUGH T/S AND CHECKED THE ACTUATOR, 14 PIN CROSSOVER, BOTH ECM CONNECTORS FOR CORROSION OR MOISTURE
- ALL WERE FINE
- LOAD TESTED THE BATTERIES, AND THEY ALL WERE FINE
- FOUND 2 LOOSE CABLES, TIGHTENED AS REQUIRED
- TRIED A HYSTERESIS TEST AND FAILED TWICE
- THE BATTERIES WERE QUITE LOW, SO IT COULD BE THE POTENTIAL ISSUE
- CHECKED VOLTAGE AND THE GROUND AT THE ACTUATOR CONNECTOR AND HAD GOOD VOLTAGE
- LOAD TESTED THE SUPPLY, AND THE RETURN, AND BOTH ARE GOOD
- CHECKED THE J1939 WIRES AND HAD 2.59V AT POSITIVE AND 2.45 AND NEGATIVE SO IS GOOD
- CLEARED THE CODES AND THEY STAYED INACTIVE
- BACKED THE UNIT OUTSIDE AND RAN A REGEN TO SEE IF IT WOULD THROW A CODE
- REGEN GOOD, ROAD TEST GOOD
- TURBO WAS ACTING UP AGAIN, IT WAS CHOKING THE ENGINE TO THE POINT WHERE IT DIED
- GOT UNIT HOT
- DRAINED COOLANT AND REMOVED ACTUATOR
- CHECKED THE SWEEP OF THE ARM AND HANGS UP A VERY LITTLE BIT BUT DON'T BELIEVE IT'S ENOUGH
- INSTALLED AND CALIBRATED IT ON 28
- PERFORMED HYSTERESIS TEST AND PASSED
- PUT ALL BACK TOGETHER
- PUT THE COOLANT BACK IN WITH VAC FILLER

- RAN UNIT AND PERFORMED FINE, IDLED IT UP AND DOWN, THROTTLE RESPONSE WAS GOOD, THE JAKES WORKED WELL

Subtotal **\$1,192.00**

Complaint: T/S AND DIAGNOSE CLUTCH BRAKE

Cause: BAD CLUTCH BRAKE

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor		4.00000	\$149.00	\$596.00
	Correction:			
	Transmission / Clutch / - REMOVED INSPECTION COVER			
	- BLEW OUT THE CLUTCH			
	- RESET THE CLUTCH			
	- FOUND THE CLUTCH BRAKE TO BE BROKEN INTERNALLY			
	- AIR HAMMERED MOST OF THE CLUTCH BRAKE OUT			
	- GOT ALL THE PIECES OUT ALL THAT'S LEFT IS THE INNER RING WITH THE TABS			
	- USED AIR HAMMER AND CHISEL TO GET THE INNER RACE OF THE CLUTCH BRAKE OUT			
	- TRIED TO PUT 2-PIECE CLUTCH BRAKE IN FOR 45 MINUTES-COULDNT GET THE TABS TO LINE UP BECAUSE OF SERVO BEING IN THE WAY			
	- GOT THE WRAP AROUND STYLE			
	- INSTALLED AND TESTED, ALL GOOD			
Parts	2" CLUTCH BRAKE- HINGED - BK313	1.00000	\$35.38	\$35.38
			Subtotal	\$631.38

Unit: #28 VIN: 1XPCD40X8MD715689
 2021 Peterbilt 567
 Chassis: 547,121 Kilometers
 Engine: 13,446 Hours

Labor	\$1,788.00
Parts	\$35.38
Pre-Charge Subtotal	\$1,823.38
Exempt (0% of \$0.00)	\$0.00
Total	\$1,823.38
Payments & Credits	\$0.00
Balance Due	\$1,823.38

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
 7809790679



Invoice: NIS-105117
Date: 2/28/2022

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	Service Writer	Unit #
NIS-5983	Net 30	3/30/2022	David Wetsch		Wetsch, David	#28

Item	Description	Quantity	Rate	Amount
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Complaint: CLUTCH NOT WORKING- SERVICE CALL WEST OF GP- STAHL GP.

Cause: CLUTCH SERVO AIR ASSAIST VALVE BYPASSING AND LEAKING AIR OUT FROM THE VENT

Labor	Correction: Chassis / Drive Train / UNBOLTED SERVO AND INSPECT CLUTCH- NO ISSUES FOUND ATTEMPTED TO MOVE PUSH ROD AND FOUND PISTON SEIZED- DETERMINED FAILED SERVO INSTALLED NEW SERVO AS REQUIRED AND FILLED WITH NEW HYDRAULIC FLUID AS REQUIRED BLED SYSYEM TEST OPERATION- PROBLEM RESOLVED CLEAN UP AND PACKED UP PROCESSED PARTS AND COMPLETED SERVICE REPORT	0.00000		\$0.00
Parts	LABOUR - LABOUR	1.00000	\$278.53	\$278.53
Parts	SHOP SUPPLIES - SHOP SUPPLIES	1.00000	\$31.83	\$31.83
Parts	CLUTCH SERVO - E17-6014	1.00000	\$670.45	\$670.45
Parts	DOT 3 BRAKE FLUID - GPBF1	1.00000	\$12.83	\$12.83
Parts	ROAD SERVICE - ROAD SERVICE	1.00000	\$119.37	\$119.37

Item	Description	Quantity	Rate	Amount
Subtotal				\$1,113.01
Unit: #28 VIN: 1XPCD40X8MD715689				Parts \$1,113.01
2021 Peterbilt 567				Pre Tax Total \$1,113.01
Chassis: 140,497 Kilometers				Exempt (0.0000% of \$0.00) \$0.00
Engine: 4,241 Hours				Total \$1,113.01
				Payments & Credits \$1,113.01
				Balance Due \$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
2/28/2022	2/28/2022	2603175	Credit	2603175	\$1,113.01

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



Edmonton Main: 18020 - 118 Avenue, Edmonton, Alberta, T5S 2G2
P: 780.483.6666 TF: 800.252.7981 F: 780.484.2173
Edmonton West: 11603 - 181 St. Edmonton, Alberta, T5S 2K5
P: 780.483.6666 TF: 800.252.7981 F: 780.484.2173
Fort McMurray: 340 MacKenzie Boulevard, Fort McMurray, Alberta, T9H 4C4
P: 780.715.3627 TF: 866.715.5111 F: 780.715.3657
Grande Prairie: 12020 - 101 Avenue, Grande Prairie, Alberta, T8V 8B1
P: 780.539.9991 TF: 888.538.5414 F: 780.539.9902
www.stahlpeterbilt.com

SERVICE INVOICE #
PS2034
DATE
02-28-22

Sold To: ASCENT TRANSPORT LTD
PACCAR FLEET CODE 9F92
1901-5 STREET
NISKU, AB T9E 7V7

Ship To: ASCENT TRANSPORT LTD
PACCAR FLEET CODE 9F92
1901-5 STREET
NISKU, AB T9E 7V7

CUSTOMER INVOICE

Year	Make / Model	VIN	License	Mileage	Unit/Stock
2021	Peterbilt / 567	1XPCD40X8MD715689		132559K	28
Delivery Mileage	Delivery Date	Engine Hours	Engine Model / Serial #	Transmission Model/Serial #	
	01-25-21	0.0	CUM 600/ISX / 80278268	RTLO18918B / P1363623	

Memo	P.O. Number	Open Date / Time	Complete	Service Writer
	NIS-89294926	02-15-22 / 02:55PM	02-15-22	HKV*TMR

Tax ID Date: Tax ID:

1 *****ROAD SERVICE TRAVEL INFORMATION*****

TECHNICIAN MUST COMPLETE BELOW INFORMATION FOR ALL ROAD
SERVICE WARRANTY REPAIRS

START LOCATION:_____ END LOCATION:_____

START TIME:_____ END TIME:_____

START ODOMETER:_____ END ODOMETER:_____

Start time 3:04pm
Start mileage 140480km
Start location Stahl Peterbilt
Arrival time 3:28pm
Arrival mileage 140488km
Arrival location HWY33 RR72A
Departure time 4:37pm
End time 4:51pm
End mileage 140497km
End location Stahl Peterbilt

TOTAL LABOR 119.37

2 CLUTCH ISSUE

Opened repair order. Performed FLRA. Driver complains of flat pedal
with no resistance. Verified complaint. Proceeded with trouble
shooting and found clutch servo air assist valve bypassing and leaking
air out from the vent. Unbolted servo and inspected clutch, no issues
found. Attempted to move push rod and found piston seized. Determined
failed servo. Installed new servo as required and filled with new
hydraulic fluid as required. Bled system. Tested operation, problem
resolved. Cleaned up and packed up. Processed parts and completed
service report.

TOTAL LABOR 278.53
TOTAL PARTS 683.28

Qty	Part Number	Description	List	Unit	Extended
1	E17-6014	CLUTCH SE	1,117.41	670.45	670.45
1	GPBF1	DOT 3	21.39	12.83	12.83
MISCELLANEOUS SUPPLIES					31.83
G.S.T. - REG. NO. 870331105 RT0001 5 % OF 1,113.01 =					55.65
CUST MECH LBR-TRK					397.90



Edmonton Main: 18020 - 118 Avenue, Edmonton, Alberta, T5S 2G2
P: 780.483.6666 TF: 800.252.7981 F: 780.484.2173
Edmonton West: 11603 - 181 St. Edmonton, Alberta, T5S 2K5
P: 780.483.6666 TF: 800.252.7981 F: 780.484.2173
Fort McMurray: 340 MacKenzie Boulevard, Fort McMurray, Alberta, T9H 4C4
P: 780.715.3627 TF: 866.715.5111 F: 780.715.3657
Grande Prairie: 12020 - 101 Avenue, Grande Prairie, Alberta, T8V 8B1
P: 780.539.9991 TF: 888.538.5414 F: 780.539.9902
www.stahlpeterbilt.com

SERVICE INVOICE #
PS2034
DATE
02-28-22

Sold To: ASCENT TRANSPORT LTD
PACCAR FLEET CODE 9F92
1901-5 STREET
NISKU, AB T9E 7V7

Ship To: ASCENT TRANSPORT LTD
PACCAR FLEET CODE 9F92
1901-5 STREET
NISKU, AB T9E 7V7

CUSTOMER INVOICE

Year	Make / Model	VIN	License	Mileage	Unit/Stock
2021	Peterbilt / 567	1XPCD40X8MD715689		132559K	28
Delivery Mileage	Delivery Date	Engine Hours	Engine Model / Serial #	Transmission Model/Serial #	
	01-25-21	0.0	CUM 600/ISX / 80278268	RTLO18918B / P1363623	

Memo	P.O. Number	Open Date / Time	Complete	Service Writer
	NIS-89294926	02-15-22 / 02:55PM	02-15-22	HKV*TMR

Tax ID Date: Tax ID:
P&A-TRK RO-MECH 683.28
OTHER SUPP-SRV-CHG'D 31.83
G.S.T. 870331105 RT000 55.65
PLEASE PAY THIS TOTAL 1,168.66

Terms and Conditions:

Repair Acknowledgment: I, the undersigned owner or representative, acknowledge the indebtedness related to the repair and service work listed above, along with the purchase and installation of any necessary parts and materials. I confirm I have the authority to bind the owner.

Payment Terms: Payment for repairs are due upon receipt of unit unless charged to customer's account. Payment of account is due in full by the 15th day of the month following the statement date. Unpaid balances will be charged interest of 2% per month compounded monthly (26.82% per annum.).

Garage Keepers Lien: By signing below you acknowledge and agree that the vehicle described above is subject to a Garage Keepers' Lien in favor of Stahl Peterbilt Inc., for the full dollar amount of repairs, parts, accessories, materials, and services provided by Stahl Peterbilt Inc., as permitted under the Garage Keepers' Lien Act (Alberta), as amended from time to time.

Warranty Considerations: Stahl Peterbilt Inc. will submit a warranty claim to the manufacturer for any portion of this repair that is designated for warranty considerations. If the manufacturer rejects the claim or a portion of the claim, the owner shall pay that portion which is rejected in accordance with the Payment Terms set out above.

Warranty Limitation: Subject to the requirement below, all repair and services carry a 30 day warranty from the date Stahl Peterbilt Inc. completed the work. The owner must advise Stahl Peterbilt Inc. of any warranty claim within 5 days of the failure date. Certain Parts, products, accessories, materials, and other items used in completing the repair and service work may be manufactured and supplied by third parties. The quality and workmanship of such items are entirely outside the control of Stahl Peterbilt Inc. and Stahl Peterbilt Inc. makes no warranties, whether expressed, implied, statutory, or otherwise, including any warranty of merchantability or of fitness for a particular purpose with respect to such items.

Responsibility for Vehicle and Contents: Stahl Peterbilt Inc. is not responsible for loss or damage to the vehicle, or to articles left in vehicles, in case of fire, theft, vandalism, or accident.

Print Name: _____ Authorized Signature: _____ Date: _____

Drivers License: _____