

W01-8  
BLUE-MAR

Ship To: IN STORE PICKUP

Invoice To:

[REDACTED]

Branch LEDUC, AB		
Date 09/09/25	Time 21:20:14 (B)	Page 01
Account No [REDACTED]	Phone No [REDACTED]	Inv No W0140903
Ship Via	Purchase Order	
Tax ID No See Certificate		
		Salesperson MDM

**SERVICE INVOICE**

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
680-1		X 831800200		
		2013789126		

SEGMENT# 1 C OWENB NA                      06/06/25 06/10/25 06/14/25                      85.85 HRS

CONE REBUILD  
CORRECTION: \_\_\_\_\_  
10/06/2025

CHRIS  
TRAVEL TO SITE.  
FOUND ALL CRUSHER COMPONENTS UNCOVERED AND SEVERE CORROSION PRESENT.  
SPENT MOST OF THE DAY CLEANING RUST FROM CRUSHER COMPONENTS MEASURED NEW MACHINED BOTTOM SHELL BORE.  
FOUND IN SPEC.  
FOUND NO MACHINING DONE ON THE PINION BORE.  
MEASURED PINION BORE AND FOUND IT IS NOT IN SPEC.  
MEASURED ECCENTRIC, FOUND IT OUT OF SPEC.  
ADVISED CUSTOMER OF FINDINGS.  
ECCENTRIC TO BE REPLACED.  
PINION BORE TO BE MACHINED.  
TRAVELED HOME.

\*  
\*  
29/07/2025  
CHRIS  
REMOVED PINION FROM TRANSPORT SKID.  
REMOVED DRIVE SHEAVE.  
HAD DIFFICULTY REMOVING SHEAVE DUE TO EXCESSIVE CORROSION.  
REMOVED SHEAVE AND TAPER LOCK.  
REMOVED END COVER ON DRIVE SIDE.  
FOUND BEARINGS CORRODED AND ARRANGED THE PARTS REQUIRED FOR REBUILDING THE ASSEMBLY.

CONTINUED ON PAGE 02

**Reduce Costs - Increase Productivity**  
**THANK YOU FOR YOUR BUSINESS. WE APPRECIATE IT**

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		2013789126		

CLOSED THE COVER.

 \*  
 \*

31/07/2025.

CHRIS

REMOVED END COVERS AND END COVER BOLTS.  
 SUSPENDED THE PINION TO DRAIN THE OIL FROM THE ASSEMBLY TO  
 PREVENT THE OIL FROM SPILLING ON THE MACHINE SHOP FLOOR.  
 TRAVEL TO MACHINE SHOP.  
 POSITIONED PINION IN PRESS WHEN CRANE BECAME AVAILABLE.  
 SUSPENDED PINION AND REMOVED THE SEAL RUNNER.  
 ATTEMPTED TO PRESS OUT PINION SHAFT.  
 HAD TO USE HEAT ON BEARING INNER RACE TO GET SHAFT TO MOVE.  
 REMOVED SHAFT.  
 REMOVED LARGE BEARING FROM PINION BOX.  
 FLIPPED THE SHAFT AROUND AND POSITIONED THE GEAR FACING UP.  
 HEATED THE GEAR AND APPLIED PRESSURE TILL THE SHAFT MOVED  
 FROM THE GEAR.  
 REMOVED THE SMALL BEARING AND SEAL RACE.  
 CHECKED SHAFT FOR RUN OUT AND FOUND IN ORDER.  
 POLISHED SHAFT ON THE LATHE AS THERE IS CORROSION ON THE  
 SURFACE.  
 LOADED ALL THE SPARES AND CLEANED THE MACHINE SHOP AREA  
 THAT I USED.  
 TRAVEL TO SHOP AND OFFLOAD SPARES.  
 END OF DAY.

 \*  
 \*

04/08/2025

CHRIS

CONTINUED ON PAGE 03

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		2013789126		

CLEANED PINION BOX AND REMOVED ALL SIGNS OF CORROSION.  
 CLEANED ALL CORROSION FROM PINION GEAR AND END COVERS.  
 PREPARE THE AREA AND TOOLS REQUIRED FOR THE ASSEMBLY OF THE  
 PINION.  
 USED CLEAN OIL TO HEAT THE BEARINGS FOR ASSEMBLY.  
 HEATED BEARINGS TO 110°C,  
 CLEANED THE PINION SHAFT.  
 INSTALLED THE SMALL BEARING, AND USED COMPRESSED AIR TO  
 NORMALIZE THE BEARING TEMPERATURE.  
 WHEN BEARING COOLED TO TOUCH IT WAS FIRMLY SECURED TO SHAFT  
 SHOULDER.  
 TURNED THE SHAFT UPSIDE DOWN AND CLEANED OFF THE BEARING  
 SEATING FACE.  
 WARMED UP THE LARGER BEARING TO 110°C.  
 INSTALLED THE BEARING ONTO THE SHAFT.  
 USED COMPRESSED AIR TO NORMALIZE THE BEARING TEMPERATURE.  
 INSTALLED THE SEAL RUNNER AND LARGE O-RING TO THE DRIVE  
 SIDE.  
 INSTALLED THE SMALLER BEARING SEAL RUNNER AND O-RING TO THE  
 PINION GEAR SIDE.  
 SEATED THE SEAL RUNNER TO THE BEARING INNER RACES.  
 LIFTED THE SHAFT AND PRE-LUBRICATED THE BEARINGS.  
 INSTALLED THE SHAFT ASSEMBLY INTO THE PINION BOX.  
 INSTALLED NEW SEALS TO THE END COVERS.  
 INSTALLED END FLOAT SHIMS AND SECURED THE END COVERS ON THE  
 DRIVE SIDE.  
 USED LOCTITE ON ALL PINION BOLTS.  
 INSTALLED END COVER GASKET AND END COVER ON GEAR SIDE.  
 CHECKED THE END FLOAT, FOUND AT 22THOU.  
 HEATED THE PINION GEAR.

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 [REDACTED]  
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**SERVICE INVOICE**

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
680-1		X 831800200		
	CONE CRUSHER			
	H6	2013789126		

INSTALLED PINION GEAR AND RETAINING RING.  
 SECURED PINION ASSEMBLY TO PALLET FOR TRANSPORTATION.  
 CLEANED WORK AREA.  
 CLEANED AND PUT AWAY TOOLS USED.  
 DUMPED OIL USED FOR BEARING INSTALLATION AND CLEANED SHOP FLOOR.  
 GOT SERVICE TRUCK READY AND STOCKED CONSUMABLES REQUIRED FOR ASSEMBLY.  
 LOADED MICROMETERS AND DRIVE SHEAVE.  
 END OF DAY.  
 \*  
 \*  
 07/08/2025  
 CHRIS  
 TRAVEL TO SITE.  
 CUSTOMER MOVED ALL SPARES TO THE MACHINE IN THE YARD.  
 FOUND BOTTOM SHELL READY FOR INSTALLATION.  
 THE HYDROSET PISTON AND BORE WERE LEFT UNCOVERED TO THE ELEMENTS OUTSIDE AND CORRODED.  
 REMOVED PISTON FROM BORE.  
 CLEANED OFF ALL THE CORROSION AND POLISHED SURFACES.  
 CLEANED COMPONENTS.  
 INSTALLED PISTON BORE ON BOTTOM SHELL.  
 HAD TO USE CUSTOMER EXCAVATOR TO INSTALL THE BOTTOM SHELL AS THERE WAS NO OPERATOR AVAILABLE FROM THE CUSTOMER.  
 INSTALLED BOTTOM SHELL AND SECURED.  
 INSTALLED HYDROSET PISTON.  
 CLEANED ALL DEBRIS FROM BOTTOM SHELL BORE.  
 INSTALLED BOTTOM SHELL BUSH AND THRUST PLATE.  
 INSTALLED THE PINION AND SECURED.

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**SERVICE INVOICE**

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680-1		X 831800200		
	CONE CRUSHER			
	H6	2013789126		

REMOVED GEAR FROM HUB ON OLD ECCENTRIC.  
SWEATED HUB OFF OF THE OLD ECCENTRIC.  
HEATED HUB.  
INSTALLED THE HUB TO THE NEW ECCENTRIC.  
INSTALLED GEAR WHEN THE TEMPERATURE NORMALIZED.  
INSTALLED THE ECCENTRIC BUSH ON 32MM STROKE AFTER GETTING  
THE MATERIAL SPEC FROM THE CUSTOMER.  
INSTALLED THE ECCENTRIC.  
INSTALLED THE DUST COLLAR.  
COVERED THE UNIT AND CLEANED THE WORK AREA.  
END OF DAY.

\*  
\*

08/08/2025  
CHRIS  
TRAVEL TO SITE.  
CLEAN MAIN SHAFT SLEEVE.  
CLEANED MAIN SHAFT.  
INSTALLED STEP PLATE.  
CLEANED OFF DUST COLLAR.  
BOLTED AND TORQUED DUST COLLAR DOWN  
CLEANED AND LUBRICATED THE COLLAR.  
CLEANED DEBRIS OUT OF MANTLE.  
REMOVED CORROSION.  
INSTALLED THE SPLASH RING AND LUBRICATED THE SHAFT.  
INSTALLED MAIN SHAFT.  
USED TORCH TO CUT OFF LIFTING EYES FROM LINERS.  
CLEANED BOTTOM SHELL TAPER.  
CLEANED BOTTOM SHELL.  
CLEANED SPIDER BUSHING AND REMOVED ALL OLD GREASE AND

CONTINUED ON PAGE 06

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**SERVICE INVOICE**

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
680-1		X 831800200		
	CONE CRUSHER			
	H6	2013789126		

CORROSION.  
 LIFTED TOPSHELL AND CLEANED SEATING FACE AND TAPER.  
 INSTALLED TOPSHELL.  
 BOLTED DOWN TOP SHELL AND TORQUED ALL BOLTS.  
 INSTALLED SPIDER GREASE.  
 CLEANED AND INSTALLED SPIDER CAP.  
 BOLTED DOWN SPIDER CAP.  
 INSTALLED GUARDING AROUND HYDROSET.  
 INSTALLED FEED HOPPER.  
 INSTALLED THE HYDROSET PRESSURE ACCUMULATOR.  
 SECURED THE ACCUMULATOR IN POSITION.  
 INSTALLED WIRING FOR MAIN SHAFT POSITION SENSOR.  
 INSTALLED WIRING FOR CAVITY LEVEL SENSOR.  
 CLEANED WORK AREA.  
 END OF DAY.  
 \*  
 \*  
 09/08/2025  
 CHRIS  
 TRAVEL TO SITE  
 OPENED UP LUBE UNIT.  
 LUBE TANK EXTREMELY DIRTY.  
 I CLEANED OUT THE TANK AND MADE SURE THAT ALL DUST HAVE  
 BEEN REMOVED.  
 THE DUST SEAL ON THE TANK LID NEEDS TO BE REPLACED.  
 THE LOCKING BOLTS ARE TO BE REPLACED AS WELL.  
 FILLED LUBE OIL TANK.  
 STARTED MACHINE AFTER HAVING TO BOOST IT USING THE  
 EXCAVATOR AS THE BATTERIES WERE DRAINED TO 19VDC.  
 RAN MACHINE AND WARMED UP THE LUBE OIL.

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680-1	CONE CRUSHER H6	X 831800200 2013789126		

STARTED THE LUBE PUMP AND FOUND THAT THE RETURN FLOW SWITCH IS FUNCTIONAL.

LET OIL CIRCULATE FOR 10MIN.

STARTED CONE ON 17DEG LUBE OIL TEMP AND RAN MACHINE EMPTY.

AT 17DEG THE POWERDRAW WAS 38KW.

MONNITORED THE MACHINE FOR 3HOURS.

THE CRUSHER RAN WITH NO ISSUES.

20DEG = 33KW

25DEG = 29KW

30DEG = 28KW

35DEG = 27KW

THE CUSTOMER ARRANGED TRANSPORT OF THE MACHINE TO SITE FOR HOT COMMISSIONING.

I FOLDED THE MACHINE AND FOUND THAT THE MCL CYLINDER HAD BROKEN BEHIND THE CLEVACE.

MOVED MACHINE ONTO THE LOWBED.

COMPLETED SITE CLEAN UP.

REARRANGED TRUCK TO FIT PULLEY GUARDS TO TAKE TO GRAVEL PIT.

AFTER SCREEN IS STILL AT THE CUSTOMER SHOP.

TRAVELLED TO THE GRAVEL PIT TO INSPECT THE MATERIAL THE CUSTOMER WANTS TO RUN THROUGH THE MACHINE FOR COMMISSIONING.

THE FEED MATERIAL THE CUSTOMER WANTS TO USE HAS 85% PASSING THROUGH 3/4' MESHES. THE CSS IS SET TO 1'.

ADVISED THE CUSTOMER THAT RUNNING THIS MATERIAL THROUGH THE MACHINE THIS WOULD CAUSE THE MACHINE TO FAIL PREMATURELY AS ANY MATERIAL SMALLER THAN THE CSS IS CONSIDERED A FINE AND THIS WILL CAUSE PACKING IN THE CRUSHING CHAMBER.

THIS WILL CAUSE INCREASED POWER AND PRESSURES DRAWN AND ULTIMATELY CAUSE THE CRUSHER TO FAIL ON STEP PLATES OR THE ECCENTRIC BUSHING.

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STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
680-1	CONE CRUSHER H6	X 831800200 2013789126		

I ADVISED THE CUSTOMER TO BRING THE JAW CRUSHER TO SITE, SCALP OUT ENOUGH MATERIAL TO RUN THROUGH THE JAW AND THEN INTO THE CONE.

THE CUSTOMER IS CURRENTLY SCALPING OUT 3'+ AND THIS WILL BE PERFECT MATERIAL FOR THE COMMISSIONING.

TRAVELED BACK TO THE SHOP AND CHECKED THE MESHES ON THE METSO LT106 PRE-SCREEN AND THE AFTERSCREENER FOR COMPATIBILITY TO THEIR DESIRED SPEC.

ADVISED THE CUSTOMER TO INSTALL THE 1' SCREENS ON THE METSO AND INSTALL THE 1 1/8' THAT THEY HAVE ON HAND FOR THE COMMISSIONING OF THE CRUSHER AND TO RUN SAMPLES.

ADVISED CUSTOMER THAT RUNNING THE CRUSHER BEFORE A FRONTLINE REPRESENTATIVE IS ON SITE OR CRUSHING FINE MATERIAL, IT WILL VOID ANY WARRANTY ON THE PARTS AND WORKMANSHIP USED DURING THIS REBUILD.

RUNNING FINE MATERIAL THROUGH IS DETRIMENTAL TO CONE CRUSHER INTERNALS.

END OF DAY

\*  
\*  
Aug 18/25 Owen  
Arrived and worked with customer to go over plans for commissioning rebuild.  
Seen very nice feed pile of 3 - to be used for bedding in  
Confirmed with Chris initial cone reset had been done  
Enabled manual set point limits in parameters and set them accordingly to keestrack break in schedule. Used other sandvik cone reference for info that was not included in Keestrack break in schedule.  
Began break in process using set points to control machine

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680-1		X 831800200		
	CONE CRUSHER			
	H6	2013789126		

pressure at hydroset, KW of crusher motor and monitored engine load, lube temp, and css consistency while crushing Continued break in schedule checking sieve every hour for excess brass.

FULL BREAK IN SCHEDULE AND INFO IS INCLUDED IN PICTURES IN WO FILE.

\*  
\*  
\*

Aug 19/25 Owen

Continued break in schedule as per pictures in WO file.

No abnormalities and machine crushing very well.

\*\*\* CUSTOMER PLANS ON RUNNING BANK RUN MATERIAL ROUGHLY 70-80% FINES AFTER SCREENED ROCK IS FINISHED.

ADVISE STRONGLY AGAINST THIS, AND INFORMED WILL BE DETRIMENTAL TO CRUSHER INTERNAL PARTS LIFE SPAN.

WILL GET BANK MATERIAL RAN THRU JAW TOMORROW AND INCLUDE PICTURES IN WO FILE FOR REFERENCE,

B-M42X240X4.50-HH-8.8-P	M42 BOLT	20 N	67.50	1350.00
FREIGHT	INBOUND	1	280.00	280.00
FREIGHT	INBOUND AIR	1	328.86	328.86
FREIGHT	OUTBOUND	1	146.48	146.48
N-M42X4.50-HH-8.8-P	NUT HEX	20 N	11.68	233.60
PS1	POWER WRENCH	1	73.98	73.98
SUBLETP	Z002752 HOTEL	1	262.57	262.57
SUBLETP	Z002753 HOTEL	1	444.72	444.72
SUBLETP	Z002979 NISKU	1	192.85	192.85
SUBLETP	Z003049 HOTEL	1	444.00	444.00
SUBLETP	Z003050 PARKING	1	368.71	368.71
SUBLETP	Z003061 HOTEL	1	240.28	240.28

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		2013789126		
SUBLETP	Z003063	HOTEL	1	360.11
SUBLETP	Z003065	HOTEL	1	485.22
SUBLETP	Z003070	HOTEL	1	193.01
SUBLETP	Z003092	UBER	1	44.52
SUBLETP	Z003093	HOTEL	1	188.98
W-M42-FW-8.8-P	M42	WASHER	20 N	22.50
W-M42-NL-8.8-P		LOCKWASHER	20 N	6.93
11PWRPUNCH		POWER PUNCH	1	48.06
190CNW	190	BELT CLIPS	1	434.29
442.7151-01		ECCENTRIC H4800	1 N	41105.00
452.5575-901		PINION REPAIR	1 M	6300.00
5552		CHUCK	1	179.57
		PARTS		51068.44
		LABOR		17599.25
		SUBLET		3224.97
11000000		Total==>		71892.66

SEGMENT# 2 C OWENB NA 06/06/25 06/09/25 06/14/25 80.96 HRS  
 TRAVEL  
 CORRECTION: \_\_\_\_\_  
 09/06/2025  
 CHRIS  
 1140KM  
 \*  
 \*  
 10/06/2025  
 CHRIS  
 374KM  
 \*  
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**SERVICE INVOICE**

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
680-1		X 831800200		
CONE CRUSHER		2013789126		
H6.				
11/06/2025				
CHRIS				
769KM				
*				
*				
05/08/2025				
CHRIS				
668KM				
*				
*				
06/08/2025				
CHRIS				
778KM				
*				
*				
07/08/2025				
CHRIS				
8KM				
*				
*				
08/08/2025				
CHRIS				
8KM				
*				
*				
09/08/2025				
CHRIS				
42KM				
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680-1		X 831800200		
		2013789126		
10/08/2025				
CHRIS				
1148KM				
*				
*				
AUG 20				
*				
*				
OWEN				
AUG 21				
KM TO AND FROM AIRPORT 169KM				
			LABOR	16596.80
11000000			Total==>	16596.80

JC

***** WORK ORDER TOTALS *****	
PARTS	51068.44
LABOR	34196.05
SUBLET	3224.97
Customer KM's	6380.00
SHOP SUPPLIES	2735.68
SUB TOTAL==>	97605.14
GST 5%	4880.28
DUE NET 30 (CAD)	102485.42

**Reduce Costs - Increase Productivity**  
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# NORS

<b>ORDER NO</b> S21002896	<b>ORDER DATE</b> 10/29/2025
<b>PAYMENT TERMS</b> NET 30 DAYS	

GREAT WEST EQUIPMENT  
123 L & A Cross Road  
Vernon BC V1B 3S1  
250-549-4232

<b>CUSTOMER NO</b> C00004580
<b>CUSTOMER PO</b> KYLE SMITH

**PARTS INVOICE  
PROFORMA**

INVOICE TO:



SHIP TO:



SALES REP : BRAYDON LUTGEN

ORDER NO : S21002896

DELIVERY TERMS :

SHIP VIA : Bandstra

CONTACT NAME : AP EMAIL

POS.	QTY	PART NUMBER	DESCRIPTION	W/H	PRICE	CORE	TOTAL
1	1	TM215A40275-T00129	DRUM W/ MOTOR	W205	10,944.09	0.00	10,944.09
7-10 Business days							

SALES TAX DETAILS			
GST	-	@5%	547.20
PST	-	@7%	766.09

PARTS	10,944.09
HEADER DISCOUNT	
MISC CHARGES	0.00
SUBTOTAL	10,944.09
SALES TAX	1,313.29
<b>INVOICE TOTAL (CAD)</b>	<b>12,257.38</b>

CUSTOMER ACCEPTANCE