

H22-7
Nov**Ascent Transport- NISKU**

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

Invoice: **NIS-119466**Date: **1/26/2026**

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-15539	Net 30	2/25/2026	David Wetsch		#48

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

(PM)

Labor		2.50000	\$149.00	\$372.50
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Correction:

Engine / Lubrication / HAD TO FILL OIL CART-WAS LEFT COMPLETELY EMPTY, HAD TO
FIND FUEL FILTER WRENCH WAS NOT ON OIL CART
HAD TO CHANGE FUEL FILTERS, WAS GIVEN WRONG ONES
PERFORMED FULL ENGINE SERVICE AND INSPECTION OF UNIT
GREASED

BRAKE STROKES

1ST AXLE-N/A
2ND AXLE-BOTH 1 1/8"
3RD AXLE-BOTH 1 1/8"

TIRE TREADS

1ST AXLE BOTH 14MM
2ND AXLE LHS-BOTH 16MM RHS-INNER 13MM OUTER-16MM
3RD AXLE LHS-OUTTER-18MM INNER-17MM RHS -BOTH 17MM

BRAKE LININGS

1ST AXLE-N/A
2ND AXLE BOTH-17MM
3RD AXLE-BOTH 15MM

DEFECTS FOUND

-RHS DOOR LIGHT MISSING

Item	Description	Quantity	Rate	Amount
	-COOLANT @ MINIMUM MARK -ROCK STUCK BETWEEN DUST SHIELD AND BRAKE LINING AXLE 2 LHS -P/S FLUID LOW-LEAKING OUT OF RESERVOIR			
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 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
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	WINTER FRONT, PETE 389 - BLACK - WF181BK	1.00000	\$254.73	\$254.73
Parts	KIT-DELIVERY CHECK VALVE - 5004052BXW	1.00000	\$23.04	\$23.04
			Subtotal	\$1,120.04

Complaint: DRIVER COMPLAINT-AIR DRYER PRESSURE /RELEASE VALVE STICKING AFTER FULL PRESSURE THEN DUMPING AIR

Cause: BAD O-RINGS IN DELIVERY CHECK VALVE

(Inspection)

Labor		5.00000	\$149.00	\$745.00
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Correction:

Chassis / Chassis / AIRED UNIT UP- DROPS 30PSI AFTER IT HITS 130, CONTINUOUS PURGE
DRAINED AIR AND TOOK ALL PRESSURE OUT OF AIR SYSTEM
TOOK OFF AIR DRYER AND PURGE VALVE
CLEANED ALL MOISTURE AND DIRT
INSTALLED BOTH
AIRED UP AND TRIED AGAIN, SAME OUTCOME
GOT NEW PURGE VALVE AND INSTALLED THINKING THE PURGE VALVE MIGHT BE FAULTY
SAME OUTCOME WITH NEW PURGE VALVE
TOOK OUT NEW PURGE VALVE, CLEANED AND RETURNED TO PARTS
INSTALLED OLD AND AIRED THE TRUCK UP
BROUGHT TO WASH BAY TO WAS CONTAMINATED OFF OF THE AIR DRYER/GOVERNOR
BROUGHT BACK IN BAY 4
DE-PRESSURIZED AND TOOK OFF ALL LINES, CHECKED FOR MOISTURE AND BLEW OUT,
AIRED UP AND CHECKED AGAIN, ONLY WENT DOWN 20PSI INSTEAD OF 30 THIS TIME
DE-PRESSURIZED

END OF DAY CLEANUP
TOOK THE GOVERNOR OFF TO CHECK FOR MOISTURE
BLEW OUT MOISTURE
INSTALLED GOVERNOR
TRIED DIFFERENT PURGE VALVE AGAIN AFTER CLEANING OUT THE SYSTEM OF MOISTURE
NOTHING CHANGED, STILL PURGES 20PSI, SOUNDS LIKE ITS EMPTYING AIR OUT OF WET TANK

Item	Description	Quantity	Rate	Amount
	INSTALLED OLD PURGE VALVE AGAIN AND CLEANED NEW ONE, RETURNED TO PARTS LEAD HAND FOUND DELIVERY CHECK VALVE BEHIND GOVERNOR PULLED OFF GOVERNOR, PULLED OUT CHECK VALVE, O-RING WAS CUT UP GETTING PARTS TO GET A NEW CHECK VALVE INSTALLED NEW CHECK VALVE AIRED UP AND TESTED-HELD PSI AT 125PSI VALVE FIXED AIR PRESSURE ISSUE CLEANED UP TOOLS			
			Subtotal	\$745.00
Complaint: DEFECTS FOUND				
-RHS DOOR LIGHT MISSING				
Cause: MISSING				
(Inspection)				
Labor		0.25000	\$149.00	\$37.25
	Correction:			
	Chassis / Lighting & Electrical / GOT NEW LIGHT BULB FROM PARTS, INSTALLED			
Parts	MINIATURE BULB - 2112	1.00000	\$1.74	\$1.74
			Subtotal	\$38.99
Complaint: DEFECTS--COOLANT @ MINIMUM MARK				
Cause: EGR COOLER LEAKING INTERNALLY				
(Inspection)				
Labor		2.00000	\$149.00	\$298.00
	Correction:			
	Engine / Cooling / GOT COOLANT AND PRESSURE TEST KIT			
	TOPPED UP COOLANT AND PUT PRESSURE TESTER SET TO 17PSI AND LET SIT			
	LOOKED IN FRAME RAILS AND ALL COOLANT CONNECTING POINTS-NO LEAKS			
	SPOTTED			
	CHECKED EGR COOLER FOR INTERNAL LEAKING			
	USED SMALL MIRROR AND LIGHT, CAN SEE A GOOD AMOUNT OF FOLIAGE IN COOLER			
	PUT PIPING BACK ON AND TOOK PRESSURE TESTER OFF			
	HAD TO GET NEW CLAMP FOR TOP BOOT OF EGR COOLER PIPING, WAS SEIZED			
Parts	COOLANT, NITRITED EXTENDED LIFE - 50/50 - 74055	1.00000	\$8.48	\$8.48
			Subtotal	\$306.48
Complaint: DEFECTS--ROCK STUCK BETWEEN DUST SHIELD AND BRAKE LINING AXLE 2 LHS				
Cause: Customer request				
(Inspection)				
Labor		0.25000	\$149.00	\$37.25
	Correction:			
	Chassis / Chassis / HEATED UP BOLTS WITH TORCH			
	TOOK OFF BOTTOM HALF OF DUSTSHIELD			
	TOOK ROCK OUT AND INSPECTED BRAKE LININGS AND INSIDE DRUM			
	NO MAJOR DAMAGE			
	INSTALLED BOTTOM HALF OF DUST SHIELD			
			Subtotal	\$37.25
Complaint: DEFECTS--P/S FLUID LOW-LEAKING OUT OF RESERVOIR				
Cause: LOOSE CLAMP				
(Inspection)				

Item	Description	Quantity	Rate	Amount
Labor		0.75000	\$149.00	\$111.75
	Correction: Chassis / Steering / CLAMP WASN'T AS TIGHT AS IT COULD HAVE BEEN CHECKED WITH RATCHET DRAINED ENOUGH TO TAKE TOP HALF OFF TO CHECK O-RING SEAL SEAL LOOKS GOOD CLEANED AROUND THE RESERVOIR INSTALLED TOP HALF AND MADE SURE CLAMP WAS SEATED PROPERLY AND TIGHT TOPPED UP P/S RESERVOIR BROUGHT UNIT TO WASH BAY AND WASHED SIDE OF ENGINE			
			Subtotal	\$111.75
Complaint: EGR COOLER IS LEAKING				
Cause: NB				
(Inspection)				
Labor		8.00000	\$149.00	\$1,192.00
	Correction: Chassis / Chassis / JESSE -TOOK OFF LINES TO TURBO, TOOK OFF REAR PIPING -GOT NEW EGR FROM PARTS, UNWRAPPED -CLEANED OFF NEW PIPE, EGR COOLER AND BRACKET, PREPPED AND PAINTED CUMMINS RED TOOK OFF REMAINDER OF THE PIPING, LET EGR DRAIN OF ALL COOLANT THROUGH BOTTOM PIPE CLEANED ALL MATING SURFACES, REPLACED O-RINGS LOOKED UP TORQUE SPEC FOR MOUNTING BRACKET INSTALLED MOUNTING BRACKET-TORQUED BOLTS TO SPEC INSTALLED EGR COOLER AND FOLLOWED TORQUING PATTERN CHANGE TOP COOLANT LINE TO NEW BRAIDED INSTALLED REAR EGR EXHAUST PIPE INSTALLED NEW FRONT BOTTOM COOLANT PIPE KOPRKOTED STUDS AND INSTALLED INSTALLED TURBO AND TORQUED BOLTS TO 60FT-LBS BUFFED OFF OLD SILICONE AND O-RING FOR AIR INTAKE SUPPLY PIPE, INSTALLED NEW O-RINGS AND APPLIED LIGHT LAYER OF SILICONE INSTALLED PIPE INSTALLED ALL LINES TO TURBO, WITH NEW GASKETS INSTALLED FLEX PIPE ON THE BACK SIDE OF THE TURBO, HAD TO GET NEW TOP CLAMP, WAS SEIZED INSTALLED FRONT AIR PIPES TESTED COOLANT WITH STRIP TEST-GOOD GOT VAC FILLER AND PRESSURE TEST KIT VACUUM-FILLED COOLANT SYSTEM TOPPED UP COOLANT WITH AN EXTRA BOTTLE DOUBLE CHECKED WORK AND PUT PRESSURE TESTER ON, LET SIT TO CHECK FOR LEAKS NO LEAKS, WITHIN COOLANT OR AIR SYSTEM			
Parts	CLAMP, SILICONE HOSE 2" TO 2-1/2" - ET-32	1.00000	\$1.246	\$1.25
Parts	EGR COOLER, KIT - 5693915CUM	1.00000	\$3,821.14	\$3,821.14
Parts	SPRAY PAINT, CUMMINS APEX RED - 3163075	1.00000	\$31.54	\$31.54
Parts	SEAL O RING - 5658098CUM	2.00000	\$3.68	\$7.36
Parts	ZIPTIE, 6" BLACK - 83-6007	2.00000	\$5.50	\$11.00
Parts	GASKET, EXHAUST EPA 5" CIRCULAR - 2866337CUM	1.00000	\$21.33	\$21.33
Parts	CLAMP, V-BAND 4" - 90-0012	1.00000	\$16.79	\$16.79

Item	Description	Quantity	Rate	Amount
Parts	COOLANT, NITRITED EXTENDED LIFE - 50/50 - 74055	1.00000	\$8.48	\$8.48
			Subtotal	\$5,110.89
Complaint: INSTALL WINTERFRONT				
Cause: HAD WRONG SIZE BEFORE GOT NEW ONE ORDERED				
(Inspection)				
Labor		0.25000	\$149.00	\$37.25
Correction:				
Chassis / Chassis / INSTALLED WINTERFRONT				
MOVED UNIT FROM BAY 4 TO BAY 3				
CLEANED BAY 4 FLOOR				
			Subtotal	\$37.25
Complaint: REPLACE RHS DOOR LIGHT				
Cause: BURNT OUT				
(Inspection)				
Labor		0.15000	\$149.00	\$22.35
Correction:				
Chassis / Lighting & Electrical / GOT NEW LIGHT BULB				
REPLACED LIGHT BULB				
Parts	MINIATURE BULB - 2112	1.00000	\$1.74	\$1.74
			Subtotal	\$24.09
Complaint: INTERMITTENT LHS BUMPER PENNY LIGHT				
Cause: CONNECTOR WAS SQUISHED				
(Inspection)				
Labor		0.75000	\$149.00	\$111.75
Correction:				
Chassis / Lighting & Electrical / TOOK OUT OLD DEUTSCH CONNECTOR				
GOT NEW ONE FROM PARTS				
INSTALLED AND RE-LOOMED				
CHECKED WIRING-WIRES ARE FINE				
SECURED WIRING				
CLEANED WORK AREA				
Parts	2 WAY DT PLUG HOUSING - 76-3325	1.00000	\$3.52	\$3.52
Parts	2 WAY DT PLUG HOUSING - 76-3324	1.00000	\$3.22	\$3.22
Parts	TERMINAL, DEUTSCH 16-14GA SOCKET - 76-3308	2.00000	\$1.761	\$3.52
Parts	TERMINAL, DEUTSCH 16-14GA PIN - 76-3309	2.00000	\$1.725	\$3.45
Parts	LOOM, SPLIT 3/8" - 83-8000	1.00000	\$0.31306	\$0.31
			Subtotal	\$125.77

Unit: #48 VIN: 1XPXD49X7KD610921
2019 Peterbilt 389
Chassis: 107,946 Kilometers
Engine: 1,565 Hours

Labor	\$2,965.10
Parts	\$4,692.41
Pre-Charge Subtotal	\$7,657.51
Exempt (0% of \$0.00)	\$0.00
Total	\$7,657.51
Payments & Credits	\$0.00
Balance Due	\$7,657.51

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.

IMPORTANT:

If wheels were removed during service, wheel nuts must be re-torqued after 100 km of operation.

Thank you for choosing Ascent Transport Ltd.

Ascent Transport- NISKU

1901 5th Street

Nisku, AB T9E 7V7, CA

d.wetsch@ascenttransport.com

780-979-0679

Invoice: **NIS-112795**Date: **6/11/2024****Bill To**

Ascent Transport Ltd.

Remit Payment ToAscent Transport Ltd. Head Office- Nisku
Branch

1901 5th Street

Nisku, AB T9E 7V7, CA

Service Order	Terms	Due Date	Authorizer	Customer PO	Unit #
NIS-10662	Net 30	7/11/2024	David Wetsch		#48

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:** Customer request

Labor	Correction: Engine / Electrical / T/S AND DIAGNOSE CEL ACTIVE CODES: 2973 INTAKE MANIFOLD PRESSURE- DATA ERRATIC, INTERMEITTEN OR INCORRECT - 1 COUNT 3237 AFT 1 DEF LINE HEATER CIRCUIT- VOLTAGE ABOVE NORMAL OR SHORTED TO HIGH SOURCE - 8 COUNTS T/S CODE 2973 SNAPSHOT FROM CODE, 2.7 INHG FILTERS GOOD, CHANGED 04/08/24 CLEANED SOOT OFF SENSOR CHECK FOR SENSOR STUCK IN RANGE, INSITE READING 2.6 IN HG, SPEC 0-2 IN HG REPLACED INTAKE MANIFOLD PRESSURE SENSOR USED ONES FROM UNITS 51 AND 40 BOTH USED SENSORS STAY AT 2.6 IN HG WITH ENGINE OFF, PRESSURE READING DROPS WHEN STARTING ENGINE THEN CLIMBS WITH RPMS CHECKED HARNESS TO ECM, GOOD CONTINUITY ON ALL CIRCUITS LOAD TESTED PRESSURE CIRCUIT PIN 1 TO ECM PIN 45, GOOD CHECKED FOR SHORTS BETWEEN PRESSURE SIGNAL AND ALL OTHER ECM CONNECTOR PINS, NO SHORTS CLEARED CODES, PRESSURE RESET TO 0 IN HG T/S CODE 3237 AFTERTREATMENT 1 DIESEL EXHAUST FLUID LINE HEATER 1 CIRCUIT - VOLTAGE ABOVE NORMAL OR SHORTED TO HIGH SOURCE REMOVED PASSENGER SIDE STEP - TESTED LINE HEATER 1 - 3.6 OHMS COMPARED TO LINE HEATER 2 - 3.6 OHMS	35.00000	\$149.00	\$5,215.00
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Item	Description	Quantity	Rate	Amount
	GOT PART NUMBER OF LH 1 MATCHES LH 2 SWAPPED THEM, CODE STAYED ACTIVE DISCONNECTED AFTERTREATMENT HARNESS FROM OEM HARNESS DISCONNECTED OEM FROM ECU PINNED OUT LINE HEATER 1 POWER, FOUND IT TO GO TO PIN 13 ON THE AFTERTREATMENT HARNESS PINNED OUT ALL PINS ON OEM HARNESS AND COULD NOT FIND A SHORT CONNECTED TO PIN 13 DISCONNECTED BOTH PLUGS TO ECU. CHECKED PIN 38 ON THE OEM HARNESS SIDE WITH ALL OTHER PINS - NO SHORTS CHECKED PIN 38 ON OEM ECU SIDE WITH ALL OTHER PINS - NO SHORTS FOUND SOME EXPOSED WIRING IN OEM HARNESS, NONE OF THEM CONNECT TO PIN 38 HOWEVER NEED REPAIRING GOT PULLED OFF FROM THAT POINT. WENT BACK ON, STARTED REPAIRING. ALL CODES INACTIVE UPON COMPLETION TAPED EVERYTHING UP SUPER SECURE. CHECKED CODES HAD CODES 3558, 3237, 0195 ALL ACTIVE BEGAN RIPPING HARNESS APART LOOKING FOR SHORTS. GOT PULLED OFF - WAITING ON A WIRING DIAGRAM RECIEVED WIRING DIAGRAM SEAL BEAM TESTED PIN 38 TO ROUND CONNECTER AFT HARNESS PIN 13 - NO PROBLEMS, BENT WIRING AND MOVED ALL OVER LOOKING FOR SHORTS NOTHING CAME UP DANE REMOVED ECU OFF UNIT 49 AND I PLUGGED INTO UNIT 48 CODES WENT AWAY. UNPLUGGED 49 ECU, PLUGGED IN 48 ECU BACK IN. CODES REMAINED INACTIVE. LEAVING ECU OFF OF 49 FOR NOW. PACKED UP TOOLS. DANE OEM ECM INSTALLED CHECKED CODES, DEF HEATER CODE ACTIVE, OTHER INACTIVE CODES HOOKED UP ECM FROM 49, LOTS OF INACTIVE CODES WITH 1 COUNT, CLEARED CODES RESET INJECTORS ON ECM FROM 49 STARTED WRAPPING UP HARNESS RAN UNIT WITH #49 ECM, AFTER A COUPLE MINUTES CODE CAME ACTIVE 3239 DEF LINE HEATER 2 CIRCUIT - VOLTAGE ABOVE NORMAL OR SHORTED TO SOURCE SWAPPED LINE HEATER PIGTAILS 1 & 2 TRIED CLEARING CODE, COMES BACK ACTIVE RAN LINE HEATER 1 RELAY TEST, TWICE, NO CHANGE HEATER TEST ONLY AVAILBLE FOR LINE 1 AND TANK 1 RELAYS IDLED UNIT FOR A COUPLE MINUTES, CODE 3239 WENT INACTIVE SWAPPED DEF LINE HEATER PIGTAILS BACK TO OEM GET UNIT READY FOR ROAD TEST WITH #49 ECM, MOUNTED ECM FINISHED TAPING UP WIRING HARNESS, CHECKED FOR CODES, OK SECURED HARNESS, CHECKED FOR CODES, OK CLEARED INACTIVE CODES READY FOR ROAD TEST BACK FROM ROAD TEST, SPEEDO NOT WORKING AND TRACTION CONTROL LIGHT ON T/C CODE FOR VIN MISS MATCHED, UPDATED VIN AND ENGINE SERIAL # PARAMETERS T/C ABS OK STILL NOT READING SPEED, CHECK FOR VEHICLE SPEED ON INSITE, 0 MPH CHECKED SENSOR AND WIRING, ECM PINS 59 & 60 TO SPEED SENSOR, GOOD CONTINUITY, LOAD TESTED HARNESS, OK			

Item	Description	Quantity	Rate	Amount
	PULLED SPEED SENSOR OFF 49 AND INSTALLED ON 48 NEW CODE ACTIVE, RED STOP ENGINE LIGHT, 4289 ACCELERATOR PEDAL, CHECKED PIGTAIL AND PINS, OK REMOVED ACCELERATOR PEDAL OFF 49 AND PLUGGED INTO 48, CODE INACTIVE, ORDERED NEW PEDAL TESTED FOR SPEEDO AGAIN, NO SPEED ON DASH OR INSITE STILL RE-INSTALLED PEDAL IN 49 INSTALLED NEW ECM AND ACCELERATOR PEDAL LOADED CALIBRATION HD10264.18 ONTO NEW ECM, COPIED 48 ECM TEMPLATE, CHANGED VIN AND ESN PARAMETERS, RESET ALL INJECTORS CLEARED INACTIVE CODES INSTALLED NEW SPEED SENSOR, TESTED STILL NOT READING ON THE SPEEDO OR INSITE OUT OF IDEAS, MAYBE A PROGRAMING ISSUE? CHRIS RAN OVERLAY WITH NEW PINS. DRIVER SHOWED UP, 39 WOULDN'T START, GOT IT GOING ON THIS ACTION DRIVER NEEDED TO GRAB SOME THINGS OUT OF IT. OVERLAY IS DONE, NEEDS SPEDO TESTED NEED TO TROUBLESHOOT PARKING BRAKE RELEASE NOT BEING RECOGNIZED OVERLAY DID NOT FIX ISSUE. STILL NO SPEED FIXED PARK BRAKE RELEASE NOT BEING RECOGNIZED ISSUE AND SPEEDO STARTED WORKING AGAIN.			
Parts	ECU MODULE - 4384413RXCUM	1.00000	\$3,437.27	\$3,437.27
Parts	Inherent Core for ECU MODULE - 438441300D	1.00000	\$825.60	\$825.60
Parts	Dirty Core for ECU MODULE - 438441300D	-1.00000	\$825.60	-\$825.60
Parts	ELC THROTTLE PEDAL - D21-6024	1.00000	\$1,943.36	\$1,943.36
Parts	TRANSMISSION OUTPUT SPEED SENSOR K4148 - K4148	1.00000	\$66.15	\$66.15
Parts	TERMINAL ELC CNR REPAIR - 2892507	4.00000	\$16.30	\$65.20
Parts	SPLIT LOOM, 1/4" BLACK - 83-8003	8.00000	\$0.292	\$2.34
Parts	WIRE-014GA- BROWN - 87-7001	20.00000	\$0.2709	\$5.42
Parts	14G GREEN WIRE - 87-7006	20.00000	\$19.84	\$396.80
			Subtotal	\$11,131.54

Complaint: T/S AND DIAGNOSE STARTER**Cause:** Customer request

(Inspection)

Labor	Correction: Engine / Starting & Charging / TRIED TO START NUMEROUS TIMES WITH IAN. STARTED GOOD EVERY TIME - WONDERING IF DRIVER JUST HASN'T LEFT KEY ON LONG ENOUGH PRIOR TO ENGAGING LEFT IT AT THAT IS PER IAN.	0.35000	\$149.00	\$52.15
			Subtotal	\$52.15

Complaint: LHS UPPER STACK MOUNT LOOSE**Cause:** LOOSE RIVETS

(Inspection)

Labor	Correction: Chassis / Cab Hardware / LHS UPPER STACK MOUNT LOOSE BRACKET RIVETS LOOSE, CUT OFF RIVETS AND REPLACED WITH BOLTS	0.75000	\$149.00	\$111.75
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Item	Description	Quantity	Rate	Amount
Parts	1/4 x 1 1/4 GR 8 PL NC Bolt - CS8SC-025-125	2.00000	\$0.29	\$0.58
Parts	1/4 GR8 NC Nylon LK Nut - NN8SC-025	2.00000	\$0.181	\$0.36
Parts	1/4 Gr 8 Plated Washer - 8WS-025	4.00000	\$0.082	\$0.33
Subtotal				\$113.02

Complaint: T/S PARKING BRAKE SWITCH & CIRCUIT

Cause: REQ

(Inspection)

Labor	Correction:	1.50000	\$149.00	\$223.50
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Chassis / Lighting & Electrical / T/S PARKING BRAKE SWITCH & CIRCUIT
 PULLED FOOTWELL APART, SEARCHED THROUGH ALL THE TRANSDUCERS COULD
 NOT FIND PARK BRAKE CIRUIT
 PULLED APART UPPER DASH PANELS, FOUND IT ZIP TIED AND STUFFED WAY IN THE
 BACK, HAD A JUMPER WIRE INSTALLED, NOT PLUGGED INTO ANYTHING
 REMOVED JUMPER WIRE. INSITE RECOGNIZED PARK BRAKE WAS RELEASED
 REINSTALLED JUMPER WIRE, INSITE RECOGNIZED PARK BRAKE NOT RELEASED
 DONT THINK IT WILL AFFECT ANYTHING AS IT'S BEEN LIKE THIS SINCE WE BOUGHT
 THE TRUCK.
 TALKED TO IAN, DECISION TO LEAVE IT WAS MADE
 ZIP TIED EVERYTHING BACK UP, REINSTALLED DASH PANELS.

REMOVED FOOTEWEL PANEL AGAIN AFTER TALKING TO DAVE, UNHOOKED JUMPER
 WIRE, FOUND TRANSDUCER THAT IT PLUGS INTO AND INSTALLED
 PUT PANELS BACK TOGETHER, BACKED UNIT OUT OF SHOP.
 HAD SPEED ON SPEEDO.

DROVE UNIT INTO SHOP, ALSO HAD SPEED ON SPEEDO

Subtotal \$223.50

Unit: #48 (ENGINE/ AFT WARRANTY UNTIL FEB 2024-800K) VIN:

1XPXD49X7KD610921

2019 Peterbilt 389

Chassis: 41,700 Kilometers

Engine: 15,260 Hours

Labor	\$5,602.40
Parts	\$5,917.81
Pre-Charge Subtotal	\$11,520.21
Exempt (0% of \$0.00)	\$0.00
Total	\$11,520.21
Payments & Credits	\$11,520.21
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
6/27/2024	6/27/2024	99722214	Cash	99722214	\$11,520.21

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-112651**Date: **5/15/2024**

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	Service Writer	Unit #
NIS-10470	Net 30	6/14/2024	David Wetsch		Ryan, Cindy	#48

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/ NO FUEL**Cause:** Customer request

(Inspection)

Labor	Correction: Engine / Lubrication / - LOCATED AND BROUGHT UNIT IN FROM YARD. HARD START, DIED TWICE WHILE IDLING UP FOR COMPRESSOR. HAS CEL ILLUMINATED. - PERFORMED 300HR WET SERVICE/NO FUEL SERVICE. NOTED FAULTS: - LHS WINDSHIELD WASHER DOESN'T SPRAY/REACH LINE OF VISION. - STEERING WHEEL HORN INOPERABLE. - BACKUP LIGHT INOPERABLE. - BACKUP ALARM INOPERABLE. - STEADY BEARING IS LOOSE. - #1 LHS SHOCK LOOSE, #2 LHS SHOCK SWEATING, #1 RHS SHOCK SWEATING. - STEER TIRES BOTH AT 7MM OR LESS. DRIVE TIRES OKAY. - SWEAT AT #1 DIFF OUTPUT.	2.50000	\$149.00	\$372.50
Parts	FILTER, OIL - LF14001NNFLG	1.00000	\$95.57	\$95.57
Parts	KIT- OIL ANALYSIS - CC2543FLG	1.00000	\$26.52	\$26.52
Parts	BULK-10W30 MOBIL 1300 DELVAC SUPER - MOBIL10W30	44.00000	\$4.32	\$190.08
Parts	GREASE, MOBIL EP2 - TUBE - EP2	1.00000	\$6.2283	\$6.23
			Subtotal	\$690.90

Complaint: SET VSL TO 105 KM**Cause:** Customer request

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Chassis / - CONNECTED TO ECM, UPDATED PARAMETERS FOR VSL: CRUISE, MAXIMUM VEHICLE SPEED AND ACCELERATOR VEHICLE SPEED SET TO 105 KPH. - ECM CALIBRATION CURRENTLY UP TO DATE [10264.18]. - NOTED CEL / ACTIVE FAULT CODE FOR VARIABLE GEOMETRY TURBO ACTUATOR SOFTWARE - ABNORMAL UPDATE RATE. - 3 INACTIVE COUNTS OF WATER IN FUEL - LEAST SEVERE.	0.50000	\$149.00	\$74.50
Subtotal				\$74.50

Complaint: DRIVER COMPLAINT-FIRST DIFF OUTPUT LEAKING. REQUIRED ALMOST TWO LITRES OF OIL

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Differentials / - ORDERED SEAL, WITH UNIT. - DISCUSSED WITH DRIVER / LEAD HAND, SEAL WAS REPLACED VERY RECENTLY. DIFF OIL LEVEL ALSO GOOD - POSSIBLE AREA AROUND YOKE/SEAL HASN'T BEEN CLEANED OFF SINCE CORRECTION, OR GREASE FROM FIFTH WHEEL IS SEEPING DOWN. - CLEANED OFF RESIDUAL OIL STAINS, RECOMMEND TEST DRIVE/GETTING DIFF HOT AND VERIFYING IF LEAK IS ACTIVE. CHECKED SEAL AFTER ROAD TEST, NO LEAK	0.25000	\$149.00	\$37.25
Subtotal				\$37.25

Complaint: DRIVER COMPLAINT-TROUBLESHOOT BUNK ESPAR NOT WORKING. ENGINE WEBASTO DOES NOT WORK AT ALL. THIS WAS ALREADY LOOKED AT ON A PREVIOUS WORK ORDER

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Air Conditioning & Heating / - TESTED WEBASTO AND ESPAR. BOTH FUNCTION WITHOUT ISSUE. - CONSULTED TECH WHO SERVICED UNIT FOR LAST COMPLAINT FOR THIS ISSUE, UNABLE TO REPLICATE FAULT.	0.60000	\$149.00	\$89.40
Subtotal				\$89.40

Complaint: DRIVER COMPLAINT-JAKES ARE WEAK WILL NOT HOLD LOADED TRUCK BACK ON SMALLEST OF HILLS

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Chassis / - CHECKED UNIT HISTORY, JAKES SET AND INJECTOR HARNESS REPLACED APPROX. 1 MONTH AGO. - WILL NEED TEST DRIVE TO REPLICATE FAULT. DRIVER ASSERTS IT'S UNLIKELY TO HAPPEN WHEN BOBTAILING. -TEST DROVE UNIT AFTER FAULTS WERE ADRESSED. TOOK AN EMPTY TRAILER FOR A TEST DRIVE TO MIMIC ISSUE - ENGINE BRAKES FEEL OK.	0.50000	\$149.00	\$74.50
Subtotal				\$74.50

Complaint: DRIVER COMPLAINT-2 WAY RADIO IS EXTREMELY WEAK. THIS WAS ALREADY LOOKED AT ON PREVIOUS ORDER

Cause: Customer request

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Chassis / - CHECKED & VERIFIED PREVIOUS SERVICE WORK, TESTED CB RADIO IN SHOP WITH OTHER UNITS. NO IMMEDIATE OR OBVIOUS ISSUES WITH RANGE OR CLARITY. - UNABLE TO REPLICATE FAULT.	0.50000	\$149.00	\$74.50
Subtotal				\$74.50

Complaint: DRIVER COMPLAINT-FRONT RIGHT SHOCK APPEARS TO BE SWEATING**Cause:** Customer request

(Inspection)

Labor	Correction: Chassis / Suspension / - VERIFIED COMPLAINT, #1 RHS AND #2 LHS SHOCKS ARE SWEATING. - TIGHTENED UP #1 LHS SHOCK AS NOTED DURING 300HR SERVICE. - REPLACED #1 RHS SHOCK. - PARTS ARRIVED, REPLACED #2 LHS SHOCK. BOTH SIDE'S FASTENERS SEIZED, HAD TO CUT/AIR HAMMER OFF TOP NYLOCK, VICE GRIP LOWER SHOCK TUBE, ETC.	1.00000	\$149.00	\$149.00
Parts	SHOCK - 85062	1.00000	\$60.90	\$60.90
Parts	REAR SHOCK - HS85069	1.00000	\$76.91	\$76.91
Parts	5/8 Gr 8 Plated Washer - 8WS-062	1.00000	\$0.548	\$0.55
Subtotal				\$287.36

Complaint: DRIVER COMPLAINT-DRIVERS DOOR HARD TO OPEN**Cause:** Customer request

(Inspection)

Labor	Correction: Chassis / Chassis / - VERIFIED COMPLAINT, DRIVER'S DOOR WON'T UNLOCK. - ONCE UNLOCKED FROM INSIDE, DOOR OPENS WITHOUT RESISTANCE. - NOTED DOOR LOCK CANNOT BE ENGAGED ELECTRONICALLY / VIA SWITCH, ONLY MANUALLY. - NOTED WHEN USING ELECTRONIC UNLOCK FUNCTION, LHS JOCKEY DOOR RAPIDLY ENGAGES/ACTUATES. - DOOR LOCK DOESN'T FEEL SEIZED, FEELS CLOSER TO INCORRECT TUMBLER/WRONG KEY. WORKS ON RHS DOOR WITHOUT ISSUE. - DISCUSSED ISSUE WITH DRIVER, SAYS THE DOOR IS PHYSICALLY HARD TO OPEN (?), USES FOB TO UNLOCK WITHOUT ISSUE. - TESTED LATCH ON DOOR, USED SILICONE LUBRICANT ON HINGE/LATCH MECHANISM, EATON SILICONE ON PIN - TESTED. DOOR OPENS WITHOUT RESISTANCE. - LHS JOCKEY/SLEEPER DOOR LOCK ACTUATOR AND LHS DRIVER DOOR LOCK ACTUATOR WILL NEED FURTHER DIAGNOSIS. * LUBRICATED HOOD GUIDE PINS, CUT AND SHRINK SLEEVE SEALED DAMAGED/UNUSED BATTERY CONNECTOR AT DRIVER'S REQUEST *	1.00000	\$149.00	\$149.00
Subtotal				\$149.00

Complaint: DRIVER COMPLAINT-WHEN DRIVER WASHES TRUCK HE GETS MESSAGE THAT THERE IS WATER IN THE FUEL AND A WRENCH**Cause:** Customer request

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Engine / Fuel / - CHECKED FAULT CODES DURING ECM PARAMETERS TASK, FOUND 3 INACTIVE COUNTS (CODE 0418) FOR WATER IN FUEL - LEAST SEVERE. - NO ACTIVE CODES RELATED TO WATER IN FUEL AT PRESENT. - FOLLOWED TROUBLESHOOTING STEPS AS PER CUMMINS QUICKSERVE. - TESTED HARNESS SIDE OF SENSOR AT WATER/FUEL SEPARATOR (5V REFERENCE CIRCUIT), READ APPROX. 4.86V. NOTED CONNECTOR WAS LOOSE / LOCKING TAB NOT ENGAGED. - DRAINED FUEL FROM BOWL, REINSTALLED CONNECTOR WITH DIE ELECTRIC GREASE. - WILL NEED TO VERIFY/REVISIT NEXT INSTANCE OF DRIVER WASHING UNIT, DRIVER NOTIFIED TO CHECK SAID SENSOR ON UNDERSIDE OF FUEL/WATER SEPARATOR.	0.80000	\$149.00	\$119.20
Subtotal				\$119.20

Complaint: STEADY BEARING MOUNT BOLTS LOOSE.

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Drive Train / - VERIFIED COMPLAINT, BOTH MOUNTING BOLTS FOR STEADY BEARING LOOSE. - TIGHTENED UP BOTH BOLTS.	0.10000	\$149.00	\$14.90
Subtotal				\$14.90

Complaint: STEERING WHEEL HORN DOESN'T WORK.

Cause: - VERIFIED COMPLAINT, STEERING WHEEL HORN INOPERABLE.

- REMOVED HORN, NO SIGNS OF CORROSION OR BAD CONNECTIONS.

- SPOKE WITH DRIVER, SPECIFIED HE WILL BE REPLACING CURRENT STEERING WHEEL WITH NEW ONE W/ KNOWN GOOD HORN?

(Inspection)

Labor	Correction: Chassis / Lighting & Electrical / - NO SERVICE REQUIRED.	1.00000	\$149.00	\$149.00
Subtotal				\$149.00

Complaint: LHS WINDSHIELD WASHER NOZZLE DOESN'T SPRAY IN LINE OF VISION.

Cause: - NOZZLE CLIP LOCATED TOO FAR UP WIPER BLADE ARM.

(Inspection)

Labor	Correction: Chassis / Chassis / - REALIGNED WIPER NOZZLE, TRIMMED WIPER FLUID SUPPLY HOSE TO LENGTH, REATTACHED AND TESTED. ALL OKAY.	0.20000	\$149.00	\$29.80
Subtotal				\$29.80

Complaint: BACKUP LIGHT DOESN'T WORK.

Cause: - FAULTY REVERSE SWITCH.

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Lighting & Electrical / - BACKUP LIGHT INTERMITTENT, ATTEMPTS TO ILLUMINATE. - HOT SIDE OF TERMINAL IN CONNECTOR READS AT 7.2V, DROPS TO 2.3V AND SIMILAR VALUES, GOES DEAD AFTER A FEW READINGS. - CHECKED/PULL TESTED HARNESS IN VARIOUS LOCATIONS, NO DIFFERENCE IN READINGS. - REMOVED SHIFT COVER, REMOVED REVERSE SWITCH AND BENCH TESTED - READS O.L WHEN PLUNGER NOT DEPRESSED, 0 OHMS WHEN DEPRESSED, WITHIN SPEC. - CHECKED AT VARIOUS POINTS UPSTREAM ON HARNESS, SIMILAR RESULTS. - JUMPED PINS AT SWITCH, LIGHT WORKS CORRECTLY. PLUNGER ON SWITCH NOT FULLY ENGAGING, LIKELY WORN DOWN FROM OVER TIME. - REPLACED REVERSE SWITCH, BACKUP LIGHT ENGAGES WITHOUT ISSUE. - REINSTALLED SHIFT TOWER COVER, ZIP-TIED HARNESSES, ETC. * ASSISTED ANOTHER TECHNICIAN WITH PIVOT BUSHINGS BRIEFLY *	3.00000	\$149.00	\$447.00
Parts	BALL SWITCH - 21-635P	1.00000	\$12.40	\$12.40
			Subtotal	\$459.40

Complaint: ACTIVE CEL - 5177 (VGT ACTUATOR ABNORMAL UPDATE RATE)

Cause: WIRING

(Inspection)

Labor	Correction: Engine / Electrical / ACTIVE CEL - 5177 (VGT ACTUATOR ABNORMAL UPDATE RATE) - CONNECTED VIA LAPTOP, ENTERED FAULT CODES INTO CUMMINS QUICKSERVE FAULT ANALYZER, PRIORITIZED AS FOLLOWS: - 1. 3488 - 2. 5867 - 3. 285 - 4. 5177 - 5. 6339 - 6. 418 TROUBLESHOOT 5867 RAN THROUGH TSB, NIGHT SWITCH TSB. WENT THROUGH PROCEDURES, CODE CLEARED AND DIDN'T COME BACK TROUBLESHOOT 5177 AS IT WAS ACTIVE, FOUND ONLY 9V AT ACTUATOR, TESTED WIRE FROM ECU WAS OL TOOK APART HARNESS TO EXPOSE WIRES, FOUND WIRE WAS NOT PINNED AS PER CUMMINS WIRING DIAGRAM RETESTED - TESTED GOOD, CONT W/ TROUBLESHOOT, NEEDS ACTUATOR (NOT CONFIRMED) PARTS TO QUOTE AFTER FINISHING 5177 TROUBLE SHOOTING CODE FOR 5867 CAME BACK WITH 18 COUNTS WITHIN 10 MINUTES BEGAN TROUBLE SHOOTING AGAIN WAITING ON WIRING DIAGRAMS	22.00000	\$149.00	\$3,278.00
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Item	Description	Quantity	Rate	Amount
	ADDITIONAL TIME ON ACTION HELPING OUT WITH TRANS			
	CONTINUE T/S CODE 5867 REMOVED "DEF SUPPLY RELAY" AND "AFT PWR RELAY" AND TESTED RELAYS, FUNCTIONS NORMALLY CHECKED POWER TO RELAY FROM HARNESS, 11.8V, BATT AT 12.1V, OK LOAD TESTED CIRCUIT, CHECKED FOR CONTINUITY FROM PUMP SUPPLY TO RELAYS, "DEF SUPPLY RELAY" GOES TO THE PUMP JUMPED RELAY AND TESTED AT PUMP HARNESS PIN 2 SUPPLY AND PIN 4 GRND, 12 VOLTS ON METER, LOADED CIRCUIT WITH INCANDESCENT BULB, NOTHING, ISOLATED CIRCUITS BY TESTING OFF BATTERY, PUMP HARNESS PIN 4 GROUND TO BATTERY, LIGHTS UP, GROUND SIDE OK, TRACED WIRES BETWEEN RELAY AND BATTERY, COUPLE SPLICES AND WIRES MELTED WHERE IT WAS ROUTED BETWEEN STARTED AND BLOCK, CUT OUT WIRE SECTION AND REPLACED WITH NEW WIRE AND LOOM, SECURED WIRING AND ROUTED IN A BETTER PATH, LOAD TESTED AGAIN AT PUMP HARNESS, LIGHTS UP, OK CLEARED CODES AND PUT UNIT ON CHARGER			
	CLEAN UP AREA STARTED UNIT ONCE CHARGED CODE 3563 ACTIVE, DEF LINE HEATER RELAYS - VOLTAGE BELOW NORMAL OR SHORTED TO LOW SOURCE CHECKED POWER TO RELAYS, 12V, OK REMOVED ECM OEM CONNECTOR AND TESTED RESISTANCE BETWEEN RELAY PINS AND ECM CONNECTOR PINS, OPEN ON RELAY CONTROL CIRCUIT FROM ECM PIN 3 TO RELAYS, CHECKED FROM RELAY CONNECTOR TO FIRST BRANCH CONNECTION, OK, CHECKED FROM ECM TO BRANCH CONNECTION UNDER CAB, OK, OPEN FOUND BETWEEN 2 BRANCH CONNECTIONS UNDER CAN, PULLED HARNESS OUT UNDER CAB, FOUND 2 CORRODED WIRES, REPAIRED HARNESS AND RECONNECTED, FAULT CODE INACTIVE			
	CODE 5177 ACTIVE AGAIN CODE WENT INACTIVE AFTER RUNNING UNIT CLEARED FAULT CODES SEND UNIT FOR ROAD TEST NO CODES AFTER ROAD TEST 5177 CAME ACTIVE AGAIN DROPPED COOLANT REPLACED ACTUATOR INSTALL CALIBRATED, INSTALLED, CALIBRATED FILLED W// COOLANT CLEARED CODES - NO CODES CAME BACK. SEND FOR ROAD TEST			
Parts	ZIP TIES, 15-1/4" X 0.30" HD BLACK - 83-6029	1.00000	\$15.94	\$15.94
Parts	Inherent Core for VGT ACTUATOR KIT - 6382093RXCUMHX	1.00000	\$450.00	\$450.00
Parts	Dirty Core for VGT ACTUATOR KIT - 6382093RXCUMHX	-1.00000	\$450.00	-\$450.00
Parts	SPLIT LOOM, 1/4" BLACK - 83-8003	8.00000	\$0.292	\$2.34
Parts	1/4 x 1 1/2 GR 8 PL NC Bolt - CS8SC-025-150	1.00000	\$0.137	\$0.14
Parts	1/4 GR8 NC Nylon LK Nut - NN8SC-025	1.00000	\$0.181	\$0.18
Parts	1/4 Gr 8 Plated Washer - 8WS-025	2.00000	\$0.082	\$0.16
Parts	KIT, TURBO ACTURATOR - 6382093RXCUM	1.00000	\$2,317.74	\$2,317.74
			Subtotal	\$5,614.50

Complaint: RHS HOOD SPRING AND CABLE NOT ATTACHED.

Cause: Customer request

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Chassis / - FOUND MISSING SNAP RINGS AND WASHER FOR RHS HOOD SPRING AND CABLE. - REPLACED SNAP RINGS AND WASHER. DIDN'T HAVE EXACT SIZES AVAILABLE, USED THE CLOSEST AVAILABLE OPTIONS. ALSO NOTED THE SNAP RING GROOVE FOR THE SPRING (INNER GROOVE) IS WORN AND DEFORMED. ORIENTATED SNAP RING FOR BEST RETENTION, WILL NEED TO BE ADDRESSED IN THE FUTURE.	0.45000	\$149.00	\$67.05
Subtotal				\$67.05

Complaint: CEL CODE 3237 DEF LINE HEATER CIRCUIT**Cause:** WIRING

(Inspection)

Labor	Correction: Engine / Diesel Exhaust Fuel (DEF) / CEL CODE 3237 DEF LINE HEATER CIRCUIT CHECKED RELAYS, WORKS NORMALLY CHECKED HARNESS TO DEF LINE HEATER, FOUND HARNESS PINCHED BETWEEN DEF TANK AND BRACKET CUT OFF HARNESS AND SPLICED BACK TOGETHER, SECURED HARNESS CODE INACTIVE CLEARED CODES BRAYDEN CEL CODE 3237 DEF LINE HEATER CIRCUIT 14 COUNTS CODE 5177 VARIABLE GEOMETRY TURBOCHARGER ACTUATOR SOFTWARE - ABNORMAL RATE COUNT 3 CLEARED CODES RAN A REGEN TO SEE IF CODES COME BACK 3237 CAME BACK 5 TIMES DURING REGEN BUT SHOWS INACTIVE WENT THROUGH T/S EDS STEPS RELAYS ALL WORKING REMOVED PASS SIDE STEP DEF LINE 1 IS PRESSURE LINE FROM PUMP TO DOSER VALVE CHECKED HEATER LINE CONNECTOR FOR POWER, 4.9V, OK, NO SHORT TO BATTERY CHECKED HARNESS RETURN PIN CONTINUITY TO MAIN GROUND ON ALTERNATOR, 18 OHMS, MAX SPEC 10 OHMS CHECKED AND CLEANED GROUND CONNECTIONS, CHECKED AGAIN 0 OHMS CLEARED CODES RAN DEF LINE 1 HEATER TEST, NO CODES RE-INSTALLED PASS STEP	6.50000	\$149.00	\$968.50
Subtotal				\$968.50

Complaint: REPLACE DRIVE TIRE**Cause:** Customer request

(Inspection)

Labor	Correction: Chassis / Tire & Wheels / REPLACE DRIVE TIRE FT NISKU	0.00000		\$0.00
Parts	TIRE, RECAP 11R22.5 PC G741 - DRIVE - 254086318	1.00000	\$415.61	\$415.61
Labor	FOUNTAIN TIRE INVOICE	1.00000	\$104.34	\$104.34
Subtotal				\$519.95

Complaint: LOAD TEST BATTERIES AND REPLACE IF NECESSARY**Cause:** BATTERIES ARE WEAK

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Chassis / Lighting & Electrical / WENT TO TEST THE BATTERIES AND THE KEY WAS LEFT IN THE AUXILLARY POSITION ONLY HAD 9.96 VOLTS PUT CHARGER ON TRUCK FOR HALF HOUR THEN TESTED AGAIN HAD 12.3 V AND TESTED BUT IT SAID TO RECHARGE BATTERIES SO LEAVING CHARGER ON IT AFTER CHARGING BATTERIES TESTED AGAIN 3 OF THE 4 FAILED AND THE FIRST BATTERY HAD 100 LESS CCA THEN IT COMES WITH BATTERY 1 - 902 CCA BATTERY 2 - 536 CCA BATTERY 3 - 716 CCA BATTERY 4 - 627 CCA REPLACING ALL 4 BATTERIES REPLACED ALL 4 BATTERIES AND SPRAYED BATTERY PROTECTOR ON TERMNALS CHECKED THE NEW LIGHTS THAT THE DRIVER INSTALLED AND THEY ALL WORK GOOD CLEANED UP TOOLS	2.00000	\$149.00	\$298.00
Parts	BATTERY, GROUP 31 - 31-MHD	4.00000	\$156.59	\$626.36
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
			Subtotal	\$924.36

Complaint: TORQUE ALL WHEELS

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Tire & Wheels / TORQUED ALL WHEELS TO 500 LBS/FT PUT TORQUE TAG ON SIGNAL STAT	0.30000	\$149.00	\$44.70
			Subtotal	\$44.70

Complaint: CEL

Cause: 3237 DEF LINE HEATER CIRCUIT 1 VOLTAGE ABOVE NORMAL

(Inspection)

Labor	Correction: Engine / Electrical / WENT THROUGH EDS STEPS CHECKED ALL RELAYS REMOVED PASS SIDE STEP HEATER LINE CONNECTOR FOR POWER, 4.3V - SHOULD BE WITHIN 1 V OF SOURCE UNPLUGGED FROM ECM AND LINE HEATER, TESTED PIN 38 TO LINE HEATER 0.1 OHMS TESTED PIN 38 TO GROUND FOUND IT SHORTED TO GROUND TESTED PIN 39 TO GROUND FOUND IT SHORTED TO GROUND TESTED BOTH LINE HEATER 1 & 2 BOTH HAD 3.7 OHMS CUT APART BUNDLING OF WIRING UNDER THE CAB, STARTED TRACING IT BACK TO ECM, NOTHING OF ANY SIGNIFICANCE FOUND. DURING DIAGNOSTIC SEARCH HAD THE SAME CODE COME UP FOR DEF LINE 2	9.00000	\$149.00	\$1,341.00
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Item	Description	Quantity	Rate	Amount
	EVERYTIME HARNESS IS TOUCHED IT SEEMS NEW CODES POP UP ADVISE A NEW AFTERTREATMENT HARNESS. TRIED TO CONTACT IAN, NO RESPONSE - WILL HAVE TO BE LEFT UNTIL MONDAY FOR APPROVAL HARNESS UNDER CHASSIS NEEDS SECURING BEFORE BEING SENT OUT. DIDNT ZIP TIE IT UP AS PROBLEM STILL NOT SOLVED — DANIEL - VERIFIED PREVIOUS TECH'S FINDINGS WITH FOREMAN, GROUND/POWER HAVE SHORT IN AFTERTREATMENT HARNESS SOMEWHERE, ALSO HAS EXCESSIVE RESISITANCE ON GROUND CIRCUIT FOR LINE HEATERS. - ORDERED NEW HARNESS VIA LARRY.			
Subtotal				\$1,341.00

Complaint: REPLACE AFTER TREATMENT HARNESS

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Chassis / REMOVED OLD HARNESS INSTALLED NEW HARNESS SECURED IT GOOD WITH ZIPTIES PUT EVERYTHING BACK TOGETHER STARTED TRUCK AND CLEARED OLD CODES NO CODES PRESENT READY FOR ROAD TEST CLEANED UP TOOLS	7.50000	\$149.00	\$1,117.50
Parts	AFTERTREATMENT CU HARNESS - M92-6066-100800	1.00000	\$1,593.06	\$1,593.06
Parts	FREIGHT FOR HARNESS FROM GP - FREIGHT	1.00000	\$20.00	\$20.00
Parts	SEALING PLUG- 1/2 TUBE OD - 58-8	2.00000	\$1.39	\$2.78
Parts	SEALING CAP NUT - 1/2 TUBE OD - 56-8	2.00000	\$1.21	\$2.42
Parts	5/16 GR8 NC Nylon LK Nut - NN8SC-031	2.00000	\$0.236	\$0.47
Parts	P CLAMP 2-1/2 - TS16R-40	1.00000	\$1.52	\$1.52
Subtotal				\$2,737.75

Complaint: CHECK DRIVER INSTALLED LIGHTS FOR WIRING ISSUES

Cause: Customer request

(Inspection)

Labor	Correction: Chassis / Lighting & Electrical / ZIPTIED THE WIRES UP A LITTLE BETTER CUT ALL ZIPTIES AND PULLED THE WIRE FOR UNDERGLOW FROM THE BACK OF THE TRUCK AN EXTENDED IT 7 FT AND BROUGHT IT TO THE FRONT OF THE TRUCK JOINED THE UNDER GLOW LIGHTS AND THE REAR FACING RED BUMPER LIGHTS TOGETHER, HAD TO ALSO EXTEND THE BUMPER LIGHTS 10 FT RAN THEM UP TO A CONNECTOR ON PASSENGER FIREWALL THATS SWITCHED WITH AUX LIGHTS HAD TO CHANGE OUT BOTH CONNECTORS TESTED LIGHTS CLEANED UP TOOLS * NOTE FOR DRIVER, LIGHTS ONLY COME ON WITH KEY ON AND AUX SWITCH ON RATHER THEN BEING TIED IN WITH HEADLIGHT MARKER LIGHTS	5.00000	\$149.00	\$745.00
Parts	16-14GA WEATHER PAK FEMALE TERMINAL - 76-2154	2.00000	\$0.711	\$1.42

Item	Description	Quantity	Rate	Amount
Parts	MALE NYLON DOUBLE CAVITY WEATHER PAK - 84-2006	1.00000	\$1.819	\$1.82
Parts	FEMALE NYLON DOUBLE CAVITY WEATHER PAK - 84-2007	1.00000	\$2.06682	\$2.07
Parts	16-14GA WEATHER PAK TERMINAL MALE - 76-2153	2.00000	\$0.769	\$1.54
Subtotal				\$751.85

Unit: #48 (ENGINE/ AFT WARRANTY UNTIL FEB 2024-800K) VIN:
 1XPXD49X7KD610921
 2019 Peterbilt 389
 Chassis: 34,048 Kilometers
 Engine: 15,027 Hours

Labor	\$9,744.64
Parts	\$5,474.73
Pre-Charge Subtotal	\$15,219.37
Exempt (0% of \$0.00)	\$0.00
Total	\$15,219.37
Payments & Credits	\$15,219.37
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
6/27/2024	6/27/2024	99722214	Cash	99722214	\$15,219.37

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
 d.wetsch@ascenttransport.com
 780-979-0679

Invoice: **NIS-111757**Date: **1/4/2024**

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	Service Writer	Unit #
NIS-9753	Net 30	2/3/2024	David Wetsch		Ryan, Cindy	#48

Item	Description	Quantity	Rate	Amount
Complaint: CEL ON- STAHL REPAIR				
Cause: FAULTY PM SENSOR				
(Inspection)				
Labor	Correction: Chassis / Lighting & Electrical / STAHL REPLACED SENSOR AND REPAIRED UNDER WARRANTY. SEE ATTACHED INVOICE	0.00000		\$0.00
Subtotal				\$0.00

Complaint: INTERMITTENT CEL WITH NO CODES IN ECM- STAHL REPLACED CECU3**Cause: INTERMITTENT CEL WITH NO CODES IN ECM- STAHL REPLACED CECU3**

(Inspection)

Labor	Chassis / Chassis / INTERMITTENT CEL WITH NO CODES IN ECM- STAHL REPLACED CECU3	0.00000		\$0.00
Parts	CECU - Q21-1076-2-100	1.00000	\$5,230.94	\$5,230.94
Labor	STAHL PETERBILT INVOICE	1.00000	\$1,720.86	\$1,720.86
Subtotal				\$6,951.80

Unit: #48 (ENGINE/ AFT WARRANTY UNTIL FEB 2024-800K) VIN:
 1XPXD49X7KD610921
 2019 Peterbilt 389
Chassis: 725,020 Kilometers
Engine: 13,868 Hours

Labor	\$1,720.86
Parts	\$5,230.94
Pre-Charge Subtotal	\$6,951.80
Exempt (0% of \$0.00)	\$0.00
Total	\$6,951.80
Payments & Credits	\$6,951.80
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
2/1/2024	2/1/2024	5587061	Cash	5587061	\$6,951.80

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.

IMPORTANT:

If wheels were removed during service, wheel nuts must be re-torqued after 100 km of operation.

Thank you for choosing Ascent Transport Ltd.

Ascent Transport- CAMROSE
 4127 44 ave
 Camrose, AB T4V 5H2, CA
 d.wetsch@ascenttransport.com
 780-608-6428



Invoice: **CAM-110710**
 Date: **8/31/2023**

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 #
CAM-8335	Net 30	9/30/2023			Paquette, Marc	#48

Item	Description	Quantity	Rate	Amount
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Complaint: COMBUSTION IN COOLING SYSTEM- FAILED DYE TEST

Cause: POSSIBLE HEAD GASKET

Labor	Correction: Engine / Cooling / -DOWNLOADED AND INSPECTED ECM INFORMATION ***WITHIN LAST 50 HOURS LOGGED CODE FOR #3 INJECTOR MECHANICAL SYSTEM NOT RESPONDING, RECOMMEND TESTING INJECTORS- CANNOT RUN TO TEMP TO TEST AS IT STARTS PUSHING OUT COOLANT. ***INSPECTED FOR LEAKS, FOUND LEAK AT J SEALS EGR CONNECTION OF EXHAUST MANIFOLD, RECOMMEND RESEALING -LEAK AT DRIVERS FRONT SHOCK RECOMMEND CHANGING SHOCK -DEGREASED THEN PRESSURE WASHED THE ENGINE -REMOVED THE EGR CROSSOVER PIPE -REMOVED THE BREATHER HOSE -REMOVED THE VALVE COVER -REMOVED THE INJECTOR FUEL LINES -REMOVED THE INJECTOR TUBES -REMOVED THE JAKE /INJECTOR WIRING -REMOVED THE ROCKERS -REMOVED THE VALVE BRIDGES -REMOVED THE INJECTORS -APPLIED SHOP AIR TO CYLINDERS ***LEAKAGE TO CRANKCASE AND OUT OF VALVES TO INTAKE AND EXHAUST AT MULTIPLE CYLINDERS -DRAINED THE COOLANT -EVACUATED THE A/C, LOW PRESSURE A/C SCHRADER VALVE LEAKS -REMOVED THE INTAKE AND CAC PIPING -REMOVED THE NECESSARY AIR, FUEL, COOLANT, OIL LINES -REMOVED NECESSARY WIRING AND BRACKETS -REMOVED THE UPPER AND LOWER RAD HOSE	22.00000	\$149.00	\$3,278.00
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Item	Description	Quantity	Rate	Amount
	-REMOVED THE HOOD CABLES AND SET HOOD ON BLOCKING -REMOVED THE WINDSHIELD WASHER LINE -REMOVED THE RAD SUPPORTS -RIGGED THE RADIATOR TO LIFT, REMOVED, SET ON PALLET -REMOVED THE FAN SHROUD -REMOVED THE FAN BLADE -REMOVED THE BELTS, INSPECTED AND FOUND A/C BELT CRACKED -REMOVED THE FAN HUB -REMOVED THE FRONT DAMPER -REMOVED THE AIR COMPRESSOR SOUND DAMPER AND BRACKET -REMOVED THE AIR INLET PIPING FOR AIR COMPRESSOR -REMOVED THE CCV HOSES, HOUSING AND BRACKET -REMOVED THE FRONT AND REAR EGR CONNECTION -REMOVED THE REAR LIFTING BRACKET -REMOVED THE EXHAUST FROM TURBO ***FOUND TURBO SPEED SENSOR WIRING RUBBED THROUGH, RECOMMEND CHANGING -REMOVED THE TURBO -REMOVED THE FRONT GEAR COVER -REMOVED THE IDLER GEAR, ADJUSTABLE CAM IDLER GEAR, AND CAM SENSOR TONE RING -REMOVED THE CAM SENSOR -REMOVED THE CAM PLATE AND CAM IDLER PLATE -REMOVED THE CAMSHAFT -REMOVED THE ENGINE OIL FROM TOP OF ENGINE -REMOVED THE HEAD BOLTS, HAD TO BREAK LOOSE A HALF DOZEN BOLTS BY HAND, HIGH RUST, WILL REQUIRE SOME NEW HEAD BOLTS, RECOMMEND HEAD BOLT KIT -RIGGED CYLINDER HEAD TO LIFT THEN REMOVED THE CYLINDER HEAD ***INSPECTED THE HEAD GASKET, BURNT OUT AT #5 ***INSPECTED CYLINDERS, #6 GLAZED FROM COOLANT ENTERING THE CYLINDER ***CLEANED THE BLOCK DECK, MEASURED LINER PROTRUSION, BELOW SPEC ON #5 CYLINDER, BLOCK REQUIRES CUTTING FOR SHIMS -WIRED WHEELED BETWEEN THE VALVES, CHECKED FOR CRACKS, NO CRACKS BETWEEN VALVES, RECOMMEND PRESSURE TESTING CYLINDER HEAD IF REUSING AND REBUILDING -REMOVED ALL FITTINGS FROM HEAD -REMOVED THE INTAKE MANIFOLD -REMOVED THE REAR CAM PLATE -REMOVED THE FUEL RAIL AND BRACKET -REMOVED THE THERMOSTAT HOUSING -REMOVED THE EGR VALVE ASSEMBLY AND BRACKET -REMOVED THE EXHAUST MANIFOLD -REMOVED THE REAR COOLANT MANIFOLD -DRAINED THE ENGINE OIL, REMOVED THE OIL PAN -REMOVED THE OIL PICKUP TUBE, OIL PUMP AND BLOCK STIFFENER -REMOVED THE PISTON COOLING JETS -REMOVED THE ROD CAPS -INSPECTED BEARINGS GOOD -REMOVED PISTON ASSEMBLIES -TAPED THE ROD JOURNALS			

Item	Description	Quantity	Rate	Amount
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-REMOVED LINERS
-REMOVED THE LINERS
-CLEANED THE COUNTERBORES
***INSPECTED THE COUNTER BORES, FRETTING OCCURRING AT COUNTERBORE LEDGES
-REMOVED THE LINER O'RING FROM 1 LINER
-INSTALLED LINER IN CYLINDER, WAS ABLE TO GET 0.002 FEELER BLADE BETWEEN THE BLOCK AND LINER ON #6, BUT WITHIN SPEC
-REMOVED THE LINER
-CHECKED BLOCK DECK WITH STRAIGHT EDGE, WITHIN SPEC
-CLEANED HEAD BOLT HOLES AND INSPECTED GOOD
-CLEANED SEALING SURFACES OF BLOCK
-VARSOLED THE ENGINE CLOCK
-MEASURED BLOCK WEAR, UNDER 0.002 VARIATION ACROSS BLOCK GOOD
***LOOKS LIKE HAIRLINE CRACKS IN LOWER COUNTERBORE LEDGES, WHILE CUTTING WILL MAKE SURE THEY CUT OUT
***REMOVED EACH MAIN CAP AND INSPECTED THE BEARINGS, FOUND #1 HAS DEBRIS GO THROUGH IT, DID NOT CAUSE AND DAMAGE TO CRANK, ONLY BEARING
-EGR COOLER TO EXHAUST MANIFOLD CONNECTION LEAKING
-LEFT FRONT SHOCK ABSORBER LEAKING
-LOW PRESSURE A/C SCHRAEDER VALVE LEAKING
-REQUIRES NEW DRAIN HOSE OFF OF CRANKCASE BREATHER HOUSING
-TURBO SPEED SENSOR WIRES RUBBED THROUGH
-COUNTERBORES REQUIRE CUTTING
-RECOMMEND TESTING INJECTORS
-A/C BELT CRACKED

Parts O-RING - 020DURO90

1.00000 \$0.28 \$0.28

Complaint: CLEAN AND INSPECT PARTS

Cause: INFRAME

(Inspection)

Labor Correction:

Engine / Top End / -CLEAN AND INSPECT COMPONENTS
-CLEANED THEN INSPECTED THE PISTON COOLING JETS, GOOD
-REMOVED THE PISTONS FROM CONNECTING RODS
-CLEANED THEN INSPECTED THE CONNECTING RODS
-CONNECTING RODS GOOD, AWAITING NEW PISTON PIN TO CHECK CLEARANCE OF NEW PIN TO BUSHING
-CLEANED AND INSPECTED THE GEAR TRAIN, THAT WAS REMOVED
***FOUND ABNORMAL WEAR AT THE NON-SCISSOR IDLER GEAR AND HUB, RECOMMEND NEW GEAR AND HUB
-DISASSEMBLED THE OIL PUMP
***CLEANED THEN INSPECTED THE OIL PUMP COMPONENTS, SLIGHT CAVITATION AT GEARS STARTING, MINOR DEBRIS DAMAGE TO SIDE WALLS OF OIL PUMP
-PUMP IN REUSABLE CONDITION
-LUBED GEAR AND SHAFTS, RE ASSEMBLED THE OIL PUMP
-REASSEMBLED THE PUMP, 21 FT LBS
-INSTALLED THE IDLER GEAR, 85 FT LBS
-POLISHED THE REGULATOR, REINSTALLED THE REGULATOR
-RESEALED THE ENDPLATE
***CLEANED THEN INSPECTED THE VALVE BRIDGES, GOOD, FOUND THE JAKE PEDESTALS HAVE WEAR, RECOMMEND CHANGING THE PEDESTALS
-DISASSEMBLED THE ROCKERS
-INSPECTED FOR WEAR AT JAKE DETENTES, WITHIN SPEC
-INSPECTED THE JAKE ROCKERS GOOD
-CLEANED THEN INSPECTED ROCKER SHAFTS, MINOR SCUFFING
-POLISHED THE ROCKER SHAFTS
-CLEANED THEN INSPECTED THE ROCKERS

12.00000 \$149.00 \$1,788.00

Item	Description	Quantity	Rate	Amount
	-MINOR SCUFFING AT SOME ROCKER BUSHINGS, WITHIN SPEC ***INSPECTED THE CAMSHAFT, FOUND PITTING STARTING ON THE ONE LOBE, RECOMMEND REPAIR OR REPLACE -CLEANED THEN INSPECTED FUEL CONNECTOR TUBES AND NUTS, GOOD -CLEANED AND INSPECTED THE HIGH-PRESSURE FUEL LINES GOOD -CLEANED ALL BOLTS AND HARDWARE -CLEANED INTERNAL ENGINE HARNESS, INSPECTED GOOD ***CLEANED AND INSPECTED THE HEAD BOLTS, CLEANED ALL THREADS, 6 REQUIRE REPLACING -CLEANED AND INSTALLED THE OIL PAN LOOSE -CLEANED THEN INSTALLED THE FRONT GEAR COVER LOOSE			
Subtotal				\$1,788.00

Complaint: CHANGE DRIVERS WINDOW**Cause: BROKEN**

(Inspection)

Labor	Correction: Chassis / Cab Hardware / CHANGE DRIVERS WINDOW -REMOVED THE OUTER DOOR PANEL, REMOVED THE SWITCH CONTROLS, DISCONNECTED WIRING -REMOVED THE INNER DOOR PANEL LOWER -REMOVED THE WINDOW REGULATOR -REMOVED THE CABLE FOR DOOR LATCH -REMOVED INNER DOOR PANEL UPPER -REMOVED THE RIGHT-SIDE TRACK -REMOVED THE REMAINING BROKEN GLASS -INSTALLED NEW WINDOW -REINSTALLED RIGHT-SIDE DOOR TRACK -INSTALLED THE INNER UPPER DOOR PANEL INNER, INSTALLED THE HANDLE CABLE -INSTALLED THE WINDOW REGULATOR -INSTALLED THE SWITCH CONTROLS, TESTED OPERATION OF EVERYTHING GOOD -INSTALLED THE INNER DOOR PANEL LOWER -INSTALLED THE OUTER DOOR PANEL -REINSTALLED WIRING, SECURED SWITCH ASSEMBLY -CLEANED WINDOW -MADE NEW STICKER FOR CVIP -PAPER-WORK ON PASSENGER SEAT	3.10000	\$149.00	\$461.90
Subtotal				\$461.90

Complaint: ADDITIONAL PARTS NEEDED BY STAHL PETERBILT TECHNICIAN**Cause: Parts needed**

(Inspection)

Labor	Correction: Engine / Top End / Parts needed	0.10000	\$149.00	\$14.90
Parts	3/16 HOSE CONNECTOR - 65607	1.00000	\$3.59	\$3.59
Parts	1/4 PUSH CONNECT UNION - PC1462-4	1.00000	\$6.43285	\$6.43
Parts	MOBIL DELAC 1300 SUPER 15W-40 - MOBIL15W40	46.00000	\$4.20	\$193.20
Subtotal				\$218.12

Complaint: CHARGE AND TEST BATTERIES**Cause: LOW CHARGE**

(Inspection)

Item	Description	Quantity	Rate	Amount
Labor	Correction: Engine / Starting & Charging / CHARGE AND TEST BATTERIES -CHARGED THE BATTERIES -TRUCK STARTS GOOD, REMOVED CHARGER, INSTALLED THE STEP	0.50000	\$149.00	\$74.50
Subtotal				\$74.50

Complaint: CHARGE A/C**Cause: REFRIGERANT REMOVED TO REMOVE RAD**

(Inspection)

Labor	Chassis / Air Conditioning & Heating / CHARGE A/C	1.00000	\$149.00	\$149.00
Parts	FREON, R134A - R134A	4.00000	\$14.83333	\$59.33
Subtotal				\$208.33

Complaint: WASH ENGINE BAY**Cause: REQUIRES CLEANING**

(Inspection)

Labor	Chassis / Chassis / WASH ENGINE BAY	0.30000	\$149.00	\$44.70
Subtotal				\$44.70

Complaint: DRIVERS INNER DOOR HANDLE NOT FUNCTIONING**Cause: JAMMED CABLE**

(Inspection)

Labor	Correction: Chassis / Cab Hardware / INNER DOOR HANDLE NOT FUNCTIONING -REMOVED THE DOOR PANEL, FOUND CABLE WAS ON WRONG SIDE OF THE REGULATOR BRACKET, AND POOPED OUT THE CLIP HOLDING THE CABLE STATIONARY -CORRECTED POSITIONING OF THE CABLE -REINSTALLED THE DOOR PANEL -TESTED THE OPERATION GOOD	1.27000	\$149.00	\$189.23
Subtotal				\$189.23

Complaint: CHECK CLAMPS AND FOR LEAKS**Cause: CHECK AFTER HEAT CYCLE**

(Inspection)

Labor	Correction: Engine / Lubrication / CHECK CLAMPS AND FOR LEAKS -CLAMPS GOOD, NO LEAKS	0.20000	\$149.00	\$29.80
Subtotal				\$29.80

Complaint: LHS STEER HUB CAP LEAKING**Cause: BAD GASKET**

(Inspection)

Labor	Chassis / Axle and Wheel Hubs / LHS STEER HUB CAP LEAKING	0.50000	\$149.00	\$74.50
Parts	HUB CAP GASKET - 330-3009	1.00000	\$2.62	\$2.62
Parts	75W90 FULL SYNTHETIC GEAR OIL - MOBIL75W90	1.00000	\$12.55	\$12.55
Parts	HUB CAP FILL PLUG - E-04000	1.00000	\$4.14	\$4.14
Subtotal				\$93.81

Item	Description	Quantity	Rate	Amount
Complaint: ADDITIONAL PARTS & LABOR FROM STAHL PETERBILT NOT COVERED BY WARRANTY				
Cause: Customer request				
(Inspection)				
Labor	Engine / Bottom End / ADDITIONAL PARTS & LABOR FROM STAHL PETERBILT NOT COVERED BY WARRANTY	0.00000		\$0.00
Parts	PETERBILT INVOICE - INV-MS15127	1.00000	\$2,723.30	\$2,723.30
			Subtotal	\$2,723.30

Unit: #48 (ENGINE/ AFT WARRANTY UNTIL FEB 2024-800K) VIN:
1XPXD49X7KD610921
2019 Peterbilt 389
Chassis: 670,823 Kilometers
Engine: 12,189 Hours

Labor	\$6,104.53
Parts	\$3,005.44
Pre-Charge Subtotal	\$9,109.97
Exempt (0% of \$0.00)	\$0.00
Total	\$9,109.97
Payments & Credits	\$9,109.97
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
7/19/2023	2/1/2024	4615611	Cash	CASH	\$9,109.97

Here's your invoice! We appreciate your prompt payment.

Payment due at receipt when not on customer account.

We accept EFT, Cheque and Interac e-transfer to accounting@ascenttransport.com

There is a 4% transaction fee if you choose to pay with Mastercard or Visa.

On customer accounts, A finance charge of 2% per month will be charged on any overdue invoices – All account terms are NET30.

Please be sure to have all wheels retorqued after 100 kms when wheels were removed.

Thank you for your business!

Ascent Transport Ltd. GST # 823087176



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SERVICE INVOICE #
MS15127
DATE
07-18-23

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

REVIEW

Year	Make / Model	VIN	License	Mileage	Unit/Stock
2019	Peterbilt / 389	1XPXD49X7KD610921		670823K	48
Delivery Mileage	Delivery Date	Engine Hours	Engine Model / Serial #	Transmission Model/Serial #	
	02-04-19	0.0	CUMMINS X15 ENG# 80102039 / 80102039	RTLO18918B / P1208547	

Memo	P.O. Number	Open Date / Time	Complete	Service Writer
HOURS - 12189	req	06-13-23 / 10:44AM	06-23-23	swk*SLN

Tax ID Date: Tax ID:

- *****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:_____
Travel from base to customer location In Camrose and return to base -
Day 1
Starting Mileage: 389954km
Arrival Mileage: 390049km
Ending Mileage: 390173km
Travel from base to customer location In Camrose and return to base -
Day 2
Starting Mileage: 390200km
Arrival Mileage: 390298km
Ending Mileage: 390381km
Travel from base to customer location In Camrose and return to base -
Day 3
Starting Mileage: 390586km
Arrival Mileage: 390487km
Ending Mileage: 390586km
Travel from base to customer location In Camrose and return to base -
Day 4
Starting Mileage: 390586km
Arrival Mileage: 390681km
Ending Mileage: 390777km
16035498
C88856

>> WARRANTY PENDING <<

- ENGINE IS PRESSURIZING, LOOSING COOLANT, INSPECT AND ADVISE
Performed download and found no active codes but low coolant level.
Opened hood/bull bar and steamed off engine. Checked level and
confirmed it is low. Topped up and performed pressure test on system -
no external leaks found. Removed egr cooler piping and checked for
coolant in egr cooler outlet none found. Reassembled piping. Ran
unit to temperature and performed combustion gas test failed as
the fluid turned green immediately and there is small black debris in
coolant. Drained coolant and removed egr cooler, pressure tested egr
cooler cold and it passed but there is visible staining on a couple
tubes inside cooler but no signs of coolant or buildup within the



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REVIEW

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PACCAR FLEET CODE 9F92
1901-5 STREET
NISKU. AB T9E 7V7

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PACCAR FLEET CODE 9F92
1901-5 STREET
NISKU, AB T9E 7V7

Year	Make / Model	VIN	License	Mileage	Unit/Stock
2019	Peterbilt / 389	1XPXD49X7KD610921		670823K	48
Delivery Mileage	Delivery Date	Engine Hours	Engine Model / Serial #	Transmission Model/Serial #	
	02-04-19	0.0	CUMMINS X15 ENG# 80102039 / 80102039	RTLQ18918B / P1208547	

Memo	P.O. Number	Open Date / Time	Complete	Service Writer
HOURS - 12189	req	06-13-23 / 10:44AM	06-23-23	swk*SLN

Tax ID Date: Tax ID:

cooler assembly. Inspected air compressor - removed discharge line and find it is dry and compressor is ok. Inspected engine further and found coolant reservoir overflow full of coolant and coming out of pressure cap. Opened the rad fill cap and huge amounts of pressure escaped from cooling system. Removed air intake/cac piping on both sides, exhaust pipe from turbo and inspected - find no signs of coolant in exhaust. Remove valve cover and inspected top end - no issues found other than milkiness of oil on underside of valve cover. Proceed to disassemble engine to confirm a possible head gasket failure. Drained coolant, removed rad, evacuated a/c system, removed turbo, manifold, intake manifold, top end and all fuel injection system. Remove fan hub, blade, belts, front gear cover and remove gear train - find non adjustable idler gear bushing has some damage to bushing itself. Inspected hub and it is ok. Removed camshaft and inspect ok for reuse. Removed all head bolts and cylinder head. Inspected head gasket and found it to be blown out on exhaust side of #5 cylinder. Cleaned block deck and measured liner protrusion - average of 0.007-0.008" on deck, find 0.006" on #5 cylinder which is below spec. Drained oil and removed oil pan, pickup tube, stiffner plate, oil pump, all pistons and liners from engine and cleaned block. Returned to customer location and cut counterbores. Installed new pistons to liners, old pistons have surface scratches on piston skirts that can be felt with a fingernail and therefore deemed not reusable. Inspected cylinder head and cleaned off gasket material. Poured diesel down exhaust valves as per guidelines and find most valve seats leaking through and not sealing properly, as well noted the head gasket grooved out on #5 cylinder, - head is damaged and does not meet reuse guidelines. Installed pistons and liners, measured liner protrusion and obtained 0.012" average counterbore height as per spec - torque all conrods to spec. Removed all main bearings and replaced with new - torqued to spec. Install new piston cooling nozzles. Cleaned and installed block stiffner plate, disassembled oil pump and inspected - find spalling on gear teeth, marking indentations in aluminum housing - deemed no good. Installed new oil pump, checked backlash and it measured 0.010". Installed pickup tube with new oring, cleaned oil pan. Head not deemed to meet reuse guidelines. Put new head on bench and dressed accordingly. Installed exhaust manifold, thermostat housing, replaced thermostat and seal. Installed intake manifold, coolant valve block and paint head. Installed head to engine, inspect head bolts and replace 6 for pitting - torque head to spec. Removed and replaced leaking front crank seal. Installed vibration damper and torqued to spec. Cleaned and inspected camshaft



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all ok. Installed cam to engine. Installed camplates, clean and inspect gear train - find bearing damage to non adjustable idler gear and hub. All other gears are ok. Replaced gear and idler, inspected lower scissor gear and it is ok. Torque gear train to spec, installed adjustable idler and cam gear and performed engine base timing procedure. Set lash to 0.004" - torqued to spec. Installed front gear cover, clean and inspect all injectors - all ok. Installed fuel lines and all 6 injectors torqued to spec. Inspected rocker arms and bridges - all ok. Installed and set running clearance and set top end. Cleaned and reinstalled valve cover, egr venturi, mixer setup and egr crossover tube. Route harnesses and tie up, connect all sensors, pressure test egr cooler as appeared to be leaking on a tube and it held pressure. Reinstalled egr cooler and piping, install turbocharger, removed intake compressor housing from turbo and seal with silicone as per ATC, reinstalled and let set for 5hrs as per bulletin. Connected all plumbing to turbo and sensors, replaced damaged turbo speed sensor as it has chaffed wires. Installed exhaust pipe. Removed and replaced accessory mega bracket for grooving out intake side of compressor piping was 1/8" deep. Painted and installed new mega bracket assembly. Reinstalled a/c compressor, alternator and air compressor intake tubes to it. Install new updated orings and silicone in joints as requested. Replaced noisy a/c tensioner and checked rest - all ok. Pressure tested fan hub and it is ok - installed to engine and replaced both fan belts as they were cracked. Reinstalled radiator assembly, replaced upper rad hose to rad for pin hole leak. Reinstalled piping and a/c condenser lines. Leak/vacuum test and charge a/c system. Replaced damaged ccv line as it leaks oil at ccv module boot due to being cracked. Replaced line and cleaned up residual oil. Route oem harness and connected to alternator and rad. Placed charger on batteries, refill coolant, service oil filter, fuel filter on engine, fill engine with oil supplied by the customer. Primed unit, installed air intake connections and cac piping. Allowed batteries to charge as they are flat. Perform battery maintenance service on cables and batteries as customer did not want to replace them at this time. Charged and started unit, checked for leaks - found leaks at egr cooler outlet hose, replaced clamp from customer stock. Check over and connected to ecm, find inactive faults for engine misfire codes 5899, 5914 and 5897. Checked ecm revisions and find updates available for codes logged. Updated ecm from HD10264.14 to HD10264.18. Check operation - all ok. Checked exhaust gas sensor for accuracy KOEO and is reading 28.2inhg, ok. Ran unit and checked operation - all ok. Replaced fretted slip joint in exhaust manifold



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Tax ID Date: Tax ID:

and front section as it was leaking. Installed updated components as
per tsb190030. Closed EDS session DSID#DSCCK1116
16035498
C88856

>> WARRANTY PENDING <<

Qty	Part Number	Description
1	3689630CUM	GEAR, IDLE
1	5680039RXCUM	PUMP, LUBR
1	5628269RXCUM	HEAD, CYL
1	5643241CUM	KIT, SPEED
2	3683144CUM	CLAMP, V B
6	5298564CUM	SHIM
1	3685173CUM	SEAL, OIL
1	3685252CUM	SHAFT, ID
1	5693831CUM	KIT, EPA
2	3163075	PAINT
6	3678506CUM	SCREW, HEX
25	CT03316	TIE-CABLE
25	CT05512	TIE-CABLE
3	PERFORM BATTERY MAINTENANCE	
	Performed battery service as required	
	TOTAL LABOR	\$331.43

4	EXTRAS NOT COVERED UNDER WARRANTY	
	Miscellaneous parts not covered under warranty	
	TOTAL PARTS	\$2,365.36

Qty	Part Number	Description	List	Unit	Extended
1	5579020CUM	KIT, EXHAU	\$566.48	\$336.48	\$336.48
1	3685999CUM	MANIFOLD-	\$1,052.07	\$624.48	\$624.48
1	3694955CUM	SUPPORT, A	\$740.60	\$439.48	\$439.48
1	3689465CUM	PULLEY, ID	\$290.73	\$172.79	\$172.79
1	3690067CUM	TENSIONER	\$750.17	\$445.48	\$445.48
1	D84-1000-6061620	BELT-POLY	\$120.81	\$64.59	\$64.59
1	F50-6308	HOSE-COOL	\$191.91	\$102.48	\$102.48
1	D84-1000-6122310	BELT-POLY	\$241.65	\$128.99	\$128.99
1	3691032CUM	TUBE, LUB	\$84.87	\$50.59	\$50.59



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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 #

MS15127

DATE

07-18-23

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

REVIEW

Year	Make / Model	VIN	License	Mileage	Unit/Stock
2019	Peterbilt / 389	1XPXD49X7KD610921		670823K	48
Delivery Mileage	Delivery Date	Engine Hours	Engine Model / Serial #	Transmission Model/Serial #	
	02-04-19	0.0	CUMMINS X15 ENG# 80102039 / 80102039	RTLO18918B / P1208547	

Memo	P.O. Number	Open Date / Time	Complete	Service Writer
HOURS - 12189	req	06-13-23 / 10:44AM	06-23-23	swk*SLN

Tax ID Date: Tax ID:

MISCELLANEOUS SUPPLIES \$26.51

G.S.T. - REG. NO. 870331105 RT0001 5 % OF \$2,723.30 = \$136.17

CUST MECH LBR-TRK \$331.43
P&A-TRK RO-MECH \$2,365.36
OTHER SUPP-SRV-CHG'D \$26.51
G.S.T. 870331105 RT0001 \$136.17
325225 CHARGE \$2,859.47

AUTHORIZED BY _____

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: _____

Ascent Transport- NISKU

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

Invoice: **NIS-109817**Date: **4/26/2023**

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-8027	Net 30	5/26/2023	David Wetsch		Ryan, Cindy	#48

Item	Description	Quantity	Rate	Amount
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Complaint: 300 HR WET SERVICE WITH FUEL

Cause: Customer request

Labor	Correction: Engine / Lubrication / 300 HR WET SERVICE WITH FUEL DRAIN ENGINE OIL AND TAKE SAMPLE SAMPLE #22341Z66171 CHANGE OIL AND FUEL FILTERS FILLED WITH 10W30 44L RAN UNIT AND CHECKED FOR LEAKS, OK GREASED CHASSIS AND FIFTH WHEEL CHECK OVER UNIT TOPPED UP #2 DIFF OIL	2.00000	\$149.00	\$298.00
Parts	KIT- OIL ANALYSIS - CC2543FLG	1.00000	\$24.06	\$24.06
Parts	FILTER, OIL- CUMMINS ISX SPIN ON - LF14000NN	1.00000	\$42.40	\$42.40
Parts	FILTER, FUEL-CUMMINS ISX SECONDARY SPIN ON - FF5825NN	1.00000	\$75.85	\$75.85
Parts	FUEL FILTER ELEMENT (K37-1029) - FS20172FLG	1.00000	\$45.72	\$45.72
Parts	BULK-10W30 MOBIL 1300 DELVAC SUPER - MOBIL10W30	44.00000	\$4.20	\$184.80
Parts	75W90 FULL SYNTHETIC GEAR OIL - MOBIL75W90	1.00000	\$12.55	\$12.55
Subtotal				\$683.38

Complaint: DRIVER COMPLAINT-DEF SYSTEM THROWING CODES

Cause: Customer request

(Inspection)

Labor	Correction: Engine / Diesel Exhaust Fuel (DEF) / HOOK UP COMPUTER AND CHECK CODES. 3725 ACTIVE. CHECK FOR OTHER AFTERTREATMENT CODES, 1885 WITH 405 COUNTS. GO THROUGH TS STEPS. CHECK FOR UPDATE FOR ECM CODE THAT RELATES TO NOX SENSOR, NONE. BAD NOX SENSOR.REMOVE AND REPLACE NOX SENSOR.TAKE OUTSIDE AND DO A FORCED REGEN CAUSE SENSOR NEEDS TO READ ABOVE 300F.	1.00000	\$149.00	\$149.00
Parts	INTAKE NOX SENSOR - 3687930RXCUM	1.00000	\$820.69	\$820.69
Parts	Dirty Core for INTAKE NOX SENSOR - 3687930RXCUM	-1.00000	\$280.50	-\$280.50

Item	Description	Quantity	Rate	Amount
Parts	Inherent Core for INTAKE NOX SENSOR - 3687930RXCUM	1.00000	\$280.50	\$280.50
			Subtotal	\$969.69

Complaint: DRIVER COMPLAINT-POWER STEERING NOT WORKING PROPERLY**Cause: WEAR AND TEAR**

(Inspection)

Labor	Correction: Chassis / Steering / DRIVER COMPLAINT-POWER STEERING NOT WORKING PROPERLY. REMOVE PUMP, DRAIN OIL AND REMOVE FILTER. INSTALL NEW FILTER AND PUMP.TRANSFER OVER FITTINGS.HOOK UP LINES. TOP UP OIL AND RUN UNIT. DOUBLE CHECK OIL LEVEL.	1.00000	\$149.00	\$149.00
Parts	POWER STEERING PUMP - 465.TRW.04	1.00000	\$339.04	\$339.04
Parts	POWER STEERING FILTER - 87904M	1.00000	\$28.81	\$28.81
Parts	POWER STEERING HOSE 1/2 INCH - 65214	1.00000	\$4.23	\$4.23
Parts	SILICONE HOSE CLAMP - ET-8	2.00000	\$1.86	\$3.72
Parts	GASKET, STEER PUMP, CUMMINS ISX - 4988280CUM	1.00000	\$5.54	\$5.54
Parts	SILICONE HOSE CLAMP - ET-12	1.00000	\$1.88	\$1.88
Parts	FILLER CAP, POWER STEER RESERVOIR - Q347367FLG	1.00000	\$17.91	\$17.91
			Subtotal	\$550.13

Complaint: DRIVER COMPLAINT - T/S AND REPAIR FRONT BUMPER**Cause: Customer request**

(Inspection)

Labor	Correction: Chassis / Frame / REMOVE BUMPER AND REMOVE MOUNT. HEAT UP AND STRAIGHTEN MOUNT. CHANGE LATCH ON BUMPER. INSTALL MOUNT. INSTALL BUMPER. HAD TO TWEAK LATCH TO GET TO WORK. HAD TO SHIM OUT BOTTOM OF MOUNT TO GET BUMPER STRAIGHT. ALOT OF LOOSENING AND TIGHTENING AND SHIFTING THINGS AROUND TO GET EVERYTHING LINED UP AND LOOKING GOOD. STRAIGHTEN OUT MOUNT SUPPORT . WIRE BACK IN FRONT SIGNAL MARKER LITES. HAD TO REPLACE LIGHT AND PIGTAIL DUE TO CORROSION.	1.00000	\$149.00	\$149.00
Parts	SLAM LATCH ASSEMBLY - SLAMLATCHASSEMBLY	1.00000	\$295.02	\$295.02
Parts	PIGTAIL, STOP/TURN/TAIL 90' PLUG - 94993-3	1.00000	\$3.21	\$3.21
Parts	CLEAR/AMBER OVAL LED LAMP- SIGNAL - G6013	1.00000	\$36.95	\$36.95
Parts	5/8 Gr 8 Plated Washer - 8WS-062	8.00000	\$0.548	\$4.38
Parts	HERD LFT ASSIST - 1MPA027	1.00000	\$81.95	\$81.95
			Subtotal	\$570.51

Complaint: REPLACE CAB SHOCK**Cause: Customer request**

(Inspection)

Labor	Chassis / Suspension / REPLACE CAB SHOCK	1.00000	\$149.00	\$149.00
Parts	CAB SHOCK - 83008	1.00000	\$48.30	\$48.30
			Subtotal	\$197.30

Complaint: SUPPLY DRIVERS REQUEST**Cause: Customer request**

Item	Description	Quantity	Rate	Amount
(Inspection)				
Labor	Driver Supplies / Misc. Supplies and Consumables / SUPPLY DRIVERS REQUEST	0.00000		\$0.00
Parts	RECOVERY STRAP 6X20 - 50938	1.00000	\$139.49	\$139.49
			Subtotal	\$139.49

Unit: #48 VIN: 1XPXD49X7KD610921
 2019 Peterbilt 389
 Chassis: 664,030 Kilometers
 Engine: 11,988 Hours

Labor	\$894.00
Parts	\$2,216.50
Pre-Charge Subtotal	\$3,110.50
Exempt (0.0000% of \$0.00)	\$0.00
Total	\$3,110.50
Payments & Credits	\$3,110.50
Balance Due	\$0.00

Payment Information

Date Created	Date Applied	Payment #	Method	Reference #	Amount
6/8/2023	2/1/2024	4425981	Cash	4425981	\$3,110.50

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.