

# ZAROWNY MOTORS (ST-PAUL) LTD

5508-50 AVENUE, ST.PAUL, ALBERTA T0A-3A1  
 TELEPHONE: ST-PAUL 780-645-4468 EDMONTON 780-429-2255 TOLL FREE 1-800-522-4115  
[www.zarowny.com](http://www.zarowny.com) [email: parts@zarowny.com](mailto:parts@zarowny.com)

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SO # 709851

## SERVICE ORDER CUSTOMER COPY



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Customer No BOON ENERGY SERVICES INC.		Advisor Anna Shop S1 Priority 10	Promised 01/10/2022 5:00 PM Opened 01/10/2022 1:06 PM Cashiered 03/17/2022 7:31 AM	Tag Location PO #
Home Cell Email		Bus Today	License No 178038 Year 2018 Vehicle ID No 1FD0W5HT7JEB55395 Engine Size 6.7L 4V OHV POWER STROKE V8	Odometer In 178040 Model SUPER DUTY F-550 DRW W5H Selling Dealer 01 InServ Date 02/13/2018 Model No Extended Warranty Fleet #
Request 614 Labour 614 614 Technician	Description CHECK ENGINE LIGHT IS ON Description CHECK ENGINE LIGHT IS ON Description CHECK ENGINE LIGHT IS ON 2397 - 6372 -			Job 1 CSR 9737 Status Original Type W40 Amount W40 Parts Total Labour Total Request Sub-total 0.00

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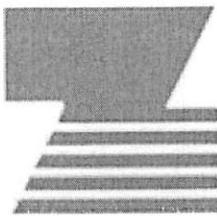
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I hereby authorize the repair work herein set forth to be done along with the necessary material and agree that to the extent permitted by law, you are not responsible for loss or damage to vehicle in case of fire, theft or any other cause beyond your control or for any delays caused by unavailability of parts or delays in part shipments by the supplier or transporter. I hereby grant you and/or your employees permission to operate the vehicle herein described on streets, highways, or elsewhere for the purpose of testing and/or inspection, until payment in full of the within account. I hereby acknowledge the existence of a mechanic's lien in favor of the within dealer on the vehicle described herein in respect of the material supplied and services rendered under this work order for the full amount charged therefore. I further acknowledge that the said lien shall continue in force at all times whether the vehicle is in my possession or possession of the dealer, until the within account is paid in full. While the vehicle is in my possession it shall at all times be subject to repossession on demand by the dealer until the within account is paid in full.

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	License No	Odometer In	Odometer Out	InServ Date	Stock No
		178038	178040	02/13/2018	Z18LT30
Home	Year	Make	Model	Model No	Colour
Cell	2018	FORD	SUPER DUTY F-550 DRW WSH		OXFORD
Email	Vehicle ID No	Selling Dealer	Extended Warranty		Delivery Date
	1FD0W5HT7JEB55395	01			02/13/2018
	Engine Size	6.7L 4V OHV POWER STROKE V8	Fleet #		
	Term CHARGE				

Cause Checked and no oil on dipstick, put 2 liters in and now at full. scanned for dtc's and p01c6 for fuel low pressure sensor range/performance. p0016 for cam/crank corrolation, checked and no tsb/ssm's for this. checked wiring for fuel pressure sensor between sensor and pcm connector and no fault found. went to go road test, cleared dtc's. p0016 hard fault comes back as soon as engine running. checked power balance and cyl's 678 will misfire at certain points at/near thousand rpm. heavy unbumt fuel comming out exhaust. need to removed crank sensor for inspection. performed ppt D for crank sensor wiring and no fault found. this wants base engine timming checked. cannot and do not believe this is possible on a 6.7 other than gears. front cover removal required to do this. this also led to ppt V for cam sensor. peefomed and this indiated no fault and system operating correctly at this time. p0016 still present so not operating correctly.

NOTE: BEFORE PUTTING FRONT 4X4 SHAFT BACK TO FRONT DIFF, GRABED PINION FLANGE TO ALIGN UP WITH DRIVESHAFT AND FOUND PINION HAS ALOT OF MOVEMENT UP/DON/SIDE TO SIDE. DIFF HAS FAILED AND NEEDS OVERHAUL.

6372-Removed running boards and aligned truck to lift cab off of the chassis. Started removing components to remove cab. Drained primary and secondary cooling system and power steering system. Followed the WSM to remove the cab. Was some aftermarket wiring I had to remove to complete the lifting of the cab. Followed WSM to remove the engine from the chassis. Mounted engine in engine stand to tear engine down. Completed engine tear down as per WSM. When removing the injector return line I noticed that it is leaking fuel. Ordered new line. Once heads were removed I can see that the valves have contacted the piston in every cylinder. Looks like the exhaust valves are the worst. Removed the valves from the number 7 cylinder to inspect the valve seats on the head. Seats dont look damaged. Head should still be ok. Inspected the valves. Valves look ok as well. No excessive wear and they dont look bent. Inspected all of the pushrods. Found that half of them are bent. Ordered 16 new push rods. Re-assembled the valves that were taken out of the #7 cylinder. Stripped old block of any bolts that are needed. Removed block heater and installed in new block. Removed old block from the engine stand and installed new block in the stand. Installed new main oil pan shield on the block near the turbo as it didnt come

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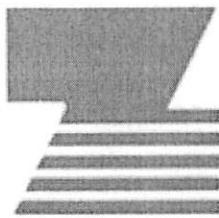
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Cell	Year 2018	Make FORD	Model SUPER DUTY F-550 DRW W5H	Model No	Colour OXFORD
Email	Vehicle ID No 1FD0W5HT7JEB55395	Selling Dealer 01	Extended Warranty	Delivery Date 02/13/2018	
	Term CHARGE	Engine Size 6.7L 4V OHV POWER STROKE V8	Fleet #		

Installed new master patch shield on the block near the turbo as it didn't come with one. Installed high pressure fuel pump. Prepped block and upper oil pan for installation. Installed the upper oil pan and the lower oil pan. Installed the new oil cooler and the old oil filter adapter. Installed all new tapets/lash adjusters. Prepped both heads and installed them onto the new block. Installed old pushrods that were still ok for the intake valves and then installed the new pushrods for the exhaust valves. Installed the roller followers and installed the lubrication tubes. Installed the valve covers and injectors. Installed injector holding caps and then installed the glow plugs. Installed the exhaust manifold studs. Installed manifolds with new gaskets and nuts. Removed downstuds from the driver side manifold. Passenger side are siezed in the head. Heated up studs and removed. Installed new studs. Installed all new fuel lines. Installed new fuel injector return lines as old ones had a leak. Couldnt find the turbo coolant supply line o-ring in any of the boxes. Got one from parts. Installed EGR cooler and EGR cooler inlet/outlet pipes. Installed wiring harnesses. Installed new oil separator. Installed new fuel filter/housing. Installed all accessory components and wiring harnesses. Removed from engine stand and installed back onto chassis. Installed tranny to engine bolts and installed new torque converter nuts. Followed the WSM to complete installation of the turbocharger, intake manifold, cooling fan, ect. Followed WSM to re-connect everything in the engine bay and the trany.

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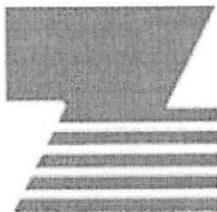
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Term CHARGE  
Correction  
Swapped crank sensors from another engine and retried. p0016 hard fault. removed wiring for positive air shutdown. (system already unhooked). still p0016. before going into cam sensor, checked tone wheel with camera for crank sensor. found full of metal flakes/chunks. looked and found starter teeth on flex plate damaged and very worn. this is were metal from. trans need to be removed. believe this is cause but not 100% sure till this repaired first. removed trans flex plate and tone ring. yes metal on ring with a few larger pieces. flex plate is source with two small sections of damage. do not see any cracks in tone wheel but looking at scope readings that were done at another shop. definatly diff crank signals. ordered parts. removed trans and flex plate with tone wheel. yes metal on tone wheel. looks less with naked eye than with camera but definatly bigger pieces. flex plate has damaged teeth from starter at some point. replaced tone wheel, flex plate and crank sensor.reassembled. cleared dtc and retried. p0016 still present. removed fan and shroud. removed belt and fan bearing support. checked wiring for cam sensor to pcm. circuits good. replaced cam sensor with another one from another engine. tried again and p0016 still present. performed cost cap tool. sent hotline request.

6372 Continued- Filled the cooling systems, recharged the AC (used 1.676 lbs of R134A and 2 ounces of pag oil), filled the power steering, filled the engine oil and topped up the tranny fluid. Started unit and checked for leaks. Found coolant leaking from the upper rad hose at the rad once engine was hot. Replaced o-ring. Checked again. Not leaking now. Vehicle was having a bit of a long crank before firing. Tried resetting the learned crankshaft sensor memory. Washed off vehicle and took for a roadtest. No CEL returned. Checked for any leaks after roadtest. All ok. Vehicle doesn't crank long to start anymore now.

Request	Description	Job	CSR	Status
20E07	Diesel Engine - Powertrain Control Module Reprogramming	2	9737	Original
Labour	Description		Type	Amount
20E07C	F-250-F-550 6.7L: Reprogram PCM using IDS release 121.01 or higher.		W40	
Technician	2397 -	Parts Total		0.00
Cause	20e07	Labour Total		0.00

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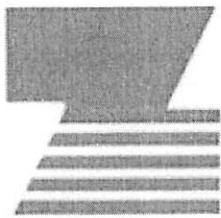
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Email		Vehicle ID No 1FD0W5HT7JEB55395	Selling Dealer 01	Extended Warranty
		Engine Size 6.7L 4V OHV POWER STROKE V8		Fleet #

Term CHARGE

Correction	Updated pcm,tcm,gpcm and nox 1-2 with latest calibration.	Request Sub-total	0.00
Request	Description	Job	CSR Status
614	CHECK ENGINE LIGHT IS ON	3	5010 Approved
Labour	Description	Type	Amount
614	CHECK ENGINE LIGHT IS ON	W40	
6007A	ENGINE ASSEMBLY - REMOVE AND INSTALL (6007) - L	W40	
6007BRB	Extra time if equipped with Running Boards.	W40	
6007BXQ	Extra Time For A Post-Repair Road Test.	W40	
6007B1D	Cylinder Assembly Short Block (6009) - Replace	W40	

Includes time for Engine R&I from Chassis. Includes time to transfer all necessary components to new short block (example, cylinder heads). Also includes time to flush necessary cooling system components per WSM. Must be claimed with 6007B.

Part	Description	Shp	Bin	Type	Price	Amount
CPM 4	BRAKE CLEANER	1	BC	W40		
W718878 S439	BOLT AND WASHER ASY	1	HW4	W40		
W719567 S439	NUT	1	HW9	W40		
LC3Z 6375 B	FLYWHEEL ASY	1	SOP	W40		
EDM						
BC3Z 12A227 A	RING	1	SO17	W40		
EDM						
DY 1148	SENSOR - CRANKSHAFT	1	A3	W40		
STK						
E4HZ 4A254 A	RETAINER	2	C1	W40		
STK						
F1HZ 4N272 A	BOLT	4	C1	W40		
STK						
W710356 S439	BOLT	4	D10	W40		
STK						

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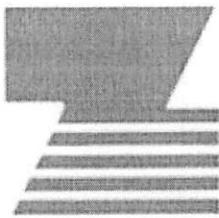
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	Term	CHARGE	Engine Size 6.7L 4V OHV POWER STROKE V8	Fleet #	

W520515 S440	NUT	4	HW5	W40
STK				
BC3Z 6840 A	GASKET	1	C5	W40
STK				
W709771 S440	NUT - ADJUSTING SCRE	2	D10	W40
STK				
BC3Z 6379 C	BOLT - HEX.HEAD	10	C4	W40
STK				
W715618 S437	NUT	6	HW7	W40
STK				
391308 S102	SEAL	1	HW10	W40
STK				
HC3Z 6009 A	CYLINDER ASY - SHORT	1	BULK1	W40
EDM				
CORE CHARGE	CORE CHARGE HC3Z 6009 A	1		W40
NPN	HANDLING FEE - HC3Z 6009 A	1	BC	W40
HC3Z 6079 E	KIT - GASKET	1	SOP	W40
USA EORDER ONLY				
E-ORDER	CHARGE	1	A	W40
BC3Z 6695 B	PAN ASY - ENGINE OIL	1	UA4	W40
STK				
BC3Z 6065 B	BOLT - HEX.HEAD	36	C4	W40
STK				
HC3Z 6051 A	GASKET - CYLINDER HE	1	SO12	W40
EDM				
HC3Z 6051 B	GASKET - CYLINDER HE	1	SO12	W40
EDM				
DC3Z 6L621 A	GASKET	1	C4	W40
STK				

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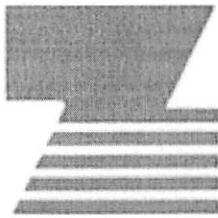
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5508-50 AVENUE, ST.PAUL, ALBERTA T0A-3A1

TELEPHONE: ST-PAUL 780-645-4468 EDMONTON 780-429-2255 TOLL FREE 1-800-522-4115

[www.zarowny.com](http://www.zarowny.com)

email: [parts@zarowny.com](mailto:parts@zarowny.com)

SO # 709851



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## SERVICE ORDER CUSTOMER COPY

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Page 7

Customer No BOON ENERGY SERVICES INC.		Advisor Anna Shop S1 Priority 10	Promised 01/10/2022 5:00 PM Opened 01/10/2022 1:06 PM Cashiered 03/17/2022 7:31 AM	Tag Location PO #
Home Cell Email		Bus Today	License No 178038 Year 2018 Vehicle ID No 1FD0W5HT7JEB55395 Engine Size 6.7L 4V OHV POWER STROKE V8	Odometer In 178040 Model SUPER DUTY F-550 DRW W5H Selling Dealer 01 Fleet #
Term CHARGE			InServ Date 02/13/2018	Stock No Z18LT30 Colour OXFORD Delivery Date 02/13/2018
DC3Z 6L621 B STK	GASKET			1 C4 W40
DC3Z 6L621 C STK	GASKET			1 C4 W40
BC3Z 6840 A STK	GASKET			1 C5 W40
DC3Z 6710 A STK	GASKET - OIL PAN			2 C5 W40
DC3Z 6710 B STK	GASKET - OIL PAN			1 C5 W40
GC4Z 6A785 D EDM	SEPARATOR ASY - OIL			1 SOP W40
BC3Z 6584 C EDM	GASKET - VALVE ROCKE			1 BULK1 W40
BC3Z 6584 D EDM	GASKET - VALVE ROCKE			1 SOX W40
HC3Z 6A642 A EDM	OIL COOLER ASY			1 UA4 W40
W715106 S439 EDM	BOLT			2 D10 W40
CG 818 STK	GASKET			1 A2 W40
FL 2051 S STK	KIT - ELEMENT & GASK			1 A5 W40
ENFILT	ENVIRO FEE			1 A W40
CXO 10W30 BSD	OIL - ENGINE			13 SHOP W40
ENOIL	ENVIRO FEE			13 A W40
388898 S STK	SEAL			2 HW10 W40

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I hereby authorize the repair work herein set forth to be done along with the necessary material and agree that to the extent permitted by law, you are not responsible for loss or damage to vehicle in case of fire, theft or any other cause beyond your control or for any delays caused by unavailability of parts or delays in part shipments by the supplier or transporter. I hereby grant you and/or your employees permission to operate the vehicle herein described on streets, highways, or elsewhere for the purpose of testing and/or inspection, until payment in full of the within account. I hereby acknowledge the existence of a mechanic's lien in favor of the within dealer on the vehicle described herein in respect of the material supplied and services rendered under this work order for the full amount charged therefore. I further acknowledge that the said lien shall continue in force at all times whether the vehicle is in my possession or possession of the dealer, until the within account is paid in full. While the vehicle is in my possession it shall at all times be subject to repossession on demand by the dealer until the within account is paid in full.

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Cell	Today	Year 2018	Make FORD	Model SUPER DUTY F-550 DRW W5H
Email		Vehicle ID No 1FD0W5HT7JEB55395	Selling Dealer 01	Extended Warranty
	Term CHARGE	Engine Size 6.7L 4V OHV POWER STROKE V8		Fleet #
BC3Z 6500 C	TAPPET - VALVE		16	SO12 W40
EDM				
HC3Z 9A564 A	KIT - FIXING PARTS -		1	UA5 W40
BC3Z 6565 A	ROD - VALVE PUSH		16	SO12 W40
BC3Z 9G478 B	SHIELD		1	SOP W40
TA 357	SEALANT - SILICONE		1	D7 W40
EHC 5	ENVIRO FEE		1	A W40
ZC 31 B	CLEANER - METAL SURF		3	BC W40
FT4Z 6N652 B	GASKET		1	UF2 W40
HC3Z 8527 B	SEAL		2	SO14 W40
WA 7 SBA	STRAP - WIRING		12	HV13 W40
CXT 5 LM6	FLUID - TRANSMISSION		1	BULK2 W40
ENOIL	ENVIRO FEE		1	A W40
CVC 13 G	ANTI-FREEZE		5	K1 W40
RTS 1070	SEAL		1	A8 W40
Technician	2397 -	Parts Total		0.00
	6372 -	Labour Total		0.00
		Request Sub-total		0.00

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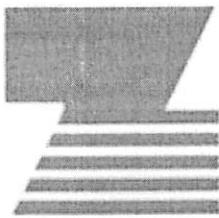
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Email		Vehicle ID No 1FD0W5HT7JEB55395	Selling Dealer 01	Model No Colour OXFORD
		Engine Size 6.7L 4V OHV POWER STROKE V8	Extended Warranty	Delivery Date 02/13/2018
	Term CHARGE			Fleet #

Cause Checked and no oil on dipstick, put 2 liters in and now at full. scanned for dtc's and p0108 for fuel low pressure sensor range/performance. p0016 for cam/crank correlation, checked and no tsb/ssm's for this. checked wiring for fuel pressure sensor between sensor and pcm connector and no fault found. went to go road test, cleared dtc's. p0016 hard fault comes back as soon as engine running. checked power balance and cyl's 678 will misfire at certain points at/near thousand rpm. heavy unburnt fuel comming out exhaust. need to removed crank sensor for inspection. performed ppt D for crank sensor wiring and no fault found. this wants base engine timing checked. cannot and do not believe this is possible on a 6.7 other than gears. front cover removal required to do this. this also led to ppt V for cam sensor. performed and this indicated no fault and system operating correctly at this time. p0016 still present so not operating correctly.

NOTE: BEFORE PUTTING FRONT 4X4 SHAFT BACK TO FRONT DIFF. GRABED PINION FLANGE TO ALIGN UP WITH DRIVESHAFT AND FOUND PINION HAS ALOT OF MOVEMENT UP/DON/SIDE TO SIDE. DIFF HAS FAILED AND NEEDS OVERHAUL.

6372-Removed running boards and aligned truck to lift cab off of the chassis. Started removing components to remove cab. Drained primary and secondary cooling system and power steering system. Followed the WSM to remove the cab. Was some aftermarket wiring I had to remove to complete the lifting of the cab. Followed WSM to remove the engine from the chassis. Mounted engine in engine stand to tear engine down. Completed engine tear down as per WSM. When removing the injector return line I noticed that it is leaking fuel. Ordered new line. Once heads were removed I can see that the valves have contacted the piston in every cylinder. Looks like the exhaust valves are the worst. Removed the valves from the number 7 cylinder to inspect the valve seats on the head. Seats dont look damaged. Head should still be ok. Inspected the valves. Valves look ok as well. No excessive wear and they dont look bent. Inspected all of the pushrods. Found that half of them are bent. Ordered 16 new push rods. Re-assembled the valves that were taken out of the #7 cylinder. Stripped old block of any bolts that are needed. Removed block heater and installed in new block. Removed old block from the engine stand and installed new block in the stand. Installed new main bearing shield on the block near the turbo as it didn't come

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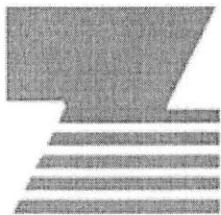
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Email		Vehicle ID No 1FD0W5HT7JEB55395	Selling Dealer 01	Extended Warranty
		Engine Size 6.7L 4V OHV POWER STROKE V8	Fleet #	Stock No Z18LT30

### Term CHARGE

Installed new master patch shield on the block near the turbo as it didn't come with one. Installed high pressure fuel pump. Prepped block and upper oil pan for installation. Installed the upper oil pan and the lower oil pan. Installed the new oil cooler and the old oil filter adapter. Installed all new tappets/lash adjusters. Prepped both heads and installed them onto the new block. Installed old pushrods that were still ok for the intake valves and then installed the new pushrods for the exhaust valves. Installed the roller followers and installed the lubrication tubes. Installed the valve covers and injectors. Installed injector holding caps and then installed the glow plugs. Installed the exhaust manifold studs. Installed manifolds with new gaskets and nuts. Removed downstuds from the driver side manifold. Passenger side are seized in the head. Heated up studs and removed. Installed new studs. Installed all new fuel lines. Installed new fuel injector return lines as old ones had a leak. Couldnt find the turbo coolant supply line owing in any of the boxes. Got one from parts. Installed EGR cooler and EGR cooler inlet/outlet pipes. Installed wiring harnesses. Installed new oil separator. Installed new fuel filter/housing. Installed all accessory components and wiring harnesses. Removed from engine stand and installed back onto chassis. Installed tranny to engine bolts and installed new torque converter nuts. Followed the WSM to complete installation of the turbocharger, intake manifold, cooling fan, ect. Followed WSM to re-connect everything in the engine bay and the tranny.

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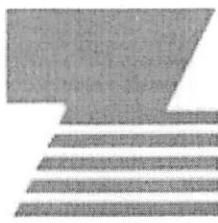
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Term CHARGE

Correction Swapped crank sensors from another engine and retried. p0016 hard fault. removed wiring for positive air shutdown. (system already unhooked), still p0016. before going into cam sensor, checked tone wheel with camera for crank sensor. found full of metal flakes/chunks. looked and found starter teeth on flex plate damaged and very worn. this is were metal from. trans need to be removed. believe this is cause but not 100% sure till this repaired first. removed trans flex plate and tone ring. yes metal on ring with a few larger pieces. flex plate is source with two small sections of damage. do not see any cracks in tone wheel but looking at scope readings that were done at another shop, definatly diff crank signals. ordered parts. removed trans and flex plate with tone wheel. yes metal on tone wheel. looks less with naked eye than with camera but definatly bigger pieces. flex plate has damaged teeth from starter at some point. replaced tone wheel, flex plate and crank sensor. reassembled. cleared dtc and retried. p0016 still present. removed fan and shroud. removed belt and fan bearing support. checked wiring for cam sensor to pcm. circuits good. replaced cam sensor with another one from another engine. tried again and p0016 still present. performed cost cap tool. sent hotline request.

6372 Continued- Filled the cooling systems, recharged the AC (used 1.676 lbs of R134A and 2 ounces of pag oil), filled the power steering, filled the engine oil and topped up the tranny fluid. Started unit and checked for leaks. Found coolant leaking from the upper rad hose at the rad once engine was hot. Replaced o-ring. Checked again. Not leaking now. Vehicle was having a bit of a long crank before firing. Tried resetting the learned crankshaft sensor memory. Washed off vehicle and took for a roadtest. No CEL returned. Checked for any leaks after roadtest. All ok. Vehicle doesn't crank long to start anymore now.

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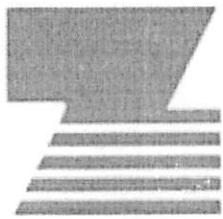
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			Fleet #

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<b>SUB-TOTAL</b>	<b>6,892.03</b>
GST	344.60
<b>TOTAL INVOICE</b>	<b>7,236.63</b>

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