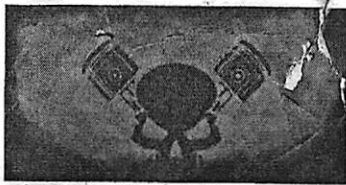


G12-9
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S&M DIESEL & MECHANICAL INC

23 MCKENZIE CRES

RED DEER COUNTY T4S 2H4

Tel. (403) 356-0225

Fax (403) 356-0224

Created : May 20 2020
Advisor : SHALINA MILLIGAN

CUSTOMER 0000008088

LUKE ALBERS

Work: () - - -

Res: () - - -

Cel: (780) 918-8346

Fax: () - - -

VEHICLE :

MAKE : DODG/TRUCK MODEL : RAM 3500

YEAR : 2005

LICENSE : EXIT KM : 365681

COLOUR : BLACK CYLINDERS : 6

ENGINE : 5.9L

VIN # : 3D7LS38C75G354348

GST

826012932

P.O. #

ESTIMATE #

11058

DATE

July 23 2020

INVOICE #

011002

QTY	PART NO	DESCRIPTION	UNIT S	%	PARTS	LABOUR
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All engines require some kind of break-in. Although current technology provides the means of manufacturing engine parts with excellent precision, the manufacturer still falls short of achieving the near perfect fit that a proper break-in would.

"Break-in" is the allowance of the machined cylinder and ring surfaces to conform to each others shape during engine operation. A tight seal is very important because it prevents the escape of unburned fuel and pressurized gasses into the crankcase, while also preventing crankcase oil from getting into the combustion chamber. This is the ultimate goal of a proper break-in. During break-in, small amounts of oil consumption will be experienced. This is perfectly normal and acceptable in new engines. Although acceptable at first, it is important that these undesirable attributes do not continue after break-in has been completed.

In order for break-in to occur, a fair amount of heat, friction, and resulting wear will have to take place before the piston rings will have "mated" with the cylinder walls. Running the engine under very light or no load prevents the oil film on the cylinder wall from being scraped away by the piston rings. Eventually, this leaves a hard deposit on the cylinder wall known as "glaze". The rings never seat well if they cannot expand from the dynamics and heat that a load produces. One can expect continuous oil consumption, poor mileage, and increased bearing and engine wear for the entire life of the engine.

When new, a modest amount of heat is created merely from the friction of the new rings passing over the freshly honed cylinder wall. While significant, the real heat is created from combustion of the fuel. When the fuel is burned, combustion gasses expand and heat all of the cylinder parts. Loading moderately will introduce more fuel to the cylinder, and will add significant amounts of heat and pressure to the cylinder components. A recommended loading of 70% to 80% (of the engine's power rating) is common. Moderate loading is the key to a proper break-in which usually lasts the first 150 hours. Noticeable improvements in fuel economy or the "character" of the engine are also good indicators.

Some recommended DOs and DON'Ts:

1. DON'T run the engine hard for the first few hours of operation. It is recommended that the engine be operated around the peak torque. This loads the engine gently and predictably.
2. DON'T let the engine idle for extended periods of time during the first few hours of operation. Like previously stated, running the engine under very light or no load prevents the oil film placed on the cylinder wall from being scraped away by the piston rings.
3. DO operate the engine under moderate loads at varying RPMs until around 10 to 15 hour mark. The idea is to alternately heat and cool the rings under varying RPMs.
4. DO begin to put a heavy (using almost the engine's entire working capacity) working load on the engine at around 15 hours, and get the engine hot. Keep the revs up and make sure the coolant temps rise. After 15 hours of heavy working load, begin to operate the engine under moderate loads again, always making sure to let the engine get up to normal operating temps (no light work cycles). Monitor gauges carefully erring on the side of caution

REMAN ENGINES ARE WARRANTIED FOR 5 YEAR/160,000KM/3000 HOURS WHICHEVER COMES FIRST FOR WORKMANSHIP DEFECTS. ALL SEALS AND GASKETS ARE WARRANTIED FOR 1 YEAR FOR PART OR WORKMANSHIP DEFECTS. ONLY CONVENTIONAL OIL MUST BE USED FOR THE FIRST 30,000KM FAILURE TO DO SO COULD VOID ENGINE WARRANTY. FIRST OIL CHANGE MUST BE PERFORMED 500KM AFTER ENGINE INSTALL, SECOND OIL CHANGE AT 1500KM AND EVERY 5000KM THERE AFTER, FAILURE TO DO SO COULD VOID ENGINE WARRANTY. ONLY OEM APPROVED OIL FILTERS ARE TO BE USED FOR THE LIFE OF THE ENGINE WARRANTY. NO TUNER/CHIP TO BE USED ON REMAN ENGINE, IF VEHICLE IS EMISSIONS DELETED TUNER/CHIP MUST BE PROGRAMED TO STOCK HP SETTING. TUNE SETTINGS ARE NOT TO BE CHANGED UNTIL ENGINE IS BROKE IN, WHEN AND IF TUNE SETTINGS ARE CHANGED

*** Continued on next page ***

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YEAR : 2005
LICENSE :
COLOUR : BLACK EXIT KM : 365681
CYLINDERS : 6
ENGINE : 5.9L
VIN # : 3D7LS38C75G864348GST
826012932

P.O. #

ESTIMATE #
11058DATE
July 23 2020INVOICE #
011002

QTY	PART NO	DESCRIPTION	UNIT \$	%	PARTS	LABOUR
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ENGINE WARRANTY MAY BE VOID IF USING FOR RACE PURPOSE OR ANY OTHER PURPOSE THAT OTHER THAN WAS ORIGINALLY DESIGNED FOR BY MANUFACTURER. FOR PROPER ENGINE BREAKIN LOTS OF TOWING AND LONG TRIPS IS RECCOMENDED. REMAN ENGINES WILL BURN SOME OIL UNTIL BROKEN IN, IT IS VERY IMPORTANT TO ALWAYS CHECK OIL LEVELS IN BETWEEN OIL CHANGES. FAILURE TO DO SO COULD RESULT IN ENGINE DAMAGE WHICH IS NOT COVERED UNDER WARRANTY. FAILURE TO BREAKIN NEW ENGINES PROPERLY CAN RESULT IN EXCESSIVE OIL BURNING AND IS NOT COVERED UNDER WARRANTY. WARRANTY DOES NOT COVER DAMAGE CAUSED BY INJECTOR, INJECTION PUMP, TURBO OR ANY OTHER PART FAILURE NOT INCLUDED IN REMAN ENGINE, DAMAGED CAUSED FROM RUNNING A TUNER/CHIP, ABUSE, OVERLOADING, OVER REVVING, WRONG FLUID OR OILS USED, OVER HEATING, OVER PRESSURING, IMPROPER SERVICE OF ENGINE, DUSTING, MELTED PISTONS FROM FAILED INJECTORS OR EXCESSIVE EGT'S, OR ANY OTHER PART FAILURE THAT DOES NOT COME IN A REMAN ENGINE. ALL WARRANTY CONCERNS OR REPAIRS MUST BE INSPECTED AND REPAIRED BY S&M DIESEL AND MECHANICAL INC. S&M DIESEL WILL NOT COVER ANY PARTS, LABOUR OR REPAIRS COMPLETED OR INSPECTED BY ANY OTHER FACILITY. WARRANTY DOES NOT COVER ABUSE, ACCIDENT, INCORRECT INSTALLATION, INCORRECT APPLICATION OR CONVERSION, OPERATION FOR WHICH IT WAS NOT DESIGNED FOR OR ALTERATION FROM OE MANUFACTUERER SPECS, ENGINE RUNNING WITHOUT OIL, OR IF ENGINE IS RUN OUT OF OIL DUE TO SEAL LEAKS, NEGLECT OF REGULAR MAINTENANCE AS REQUIRED TO MAINTAIN WARRANTY

S&M DIESEL AND IT'S EMPLOYEES WILL NOT BE RESPONSIBLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOST PROFITS, SALES OR INCOME. INJURY TO PERSON OR PROPERTY, TOWING CHARGES, LIFT, DOCK OR STORAGE FEES, TELEPHONE CALLS, FREIGHT, TRANSPORTATION OR LODGING, UNAUTHORIZED REPAIRS, OILS, ANTIFREEZE OR OTHER SUBSTANCE. S&M DIESEL AND IT'S EMPLOYEES WILL NOT BE RESPONSIBLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOST PROFITS, SALES OR INCOME. INJURY TO PERSON OR PROPERTY, TOWING CHARGES, LIFT, DOCK OR STORAGE FEES, TELEPHONE CALLS, FREIGHT, TRANSPORTATION OR LODGING, UNAUTHORIZED REPAIRS, OILS, ANTIFREEZE OR OTHER SUBSTANCE.

PLEASE LET US KNOW WHEN WE CAN REBOOK YOUR VEHICLE FOR RECOMMENDED REPAIRS.
THANK YOU VERY MUCH, WE APPRECIATE YOUR, BUISNESS

*** Continued on next page ***

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COLOUR :	BLACK	CYLINDERS :	6
		ENGINE :	5.9L
VIN # :	3D7LS38C75G664348		

GST 826012932		P.O. #	ESTIMATE # 11058	DATE July 23 2020	INVOICE # 011002	
QTY	PART NO	DESCRIPTION		UNIT \$	%	PARTS LABOUR
WHEELS MUST BE RETORQUED AFTER 100KM. S&M Diesel and mechanical and its employees assume no legal responsibility for any injuries, loss of wages or expenses incurred for any repair or breakdown due to a repair.						
PAYMENTS E-transfer \$ 3,000.00				RECEIVABLES \$ 13,584.15		
SUB-TOTAL				\$11,294.78 \$4,199.65		
SUB-TOTAL				\$15494.43		
SHOP SUPPLY AND HAZARDOUS M				\$300.00		
GST				\$789.72		
TOTAL				\$16,584.15		

SALES BY CREDIT: Payable upon receipt of account statement. Interest fees will be charged on all outstanding balances at a rate of 2% per month (24% yearly). All merchandise sold remains the property of the seller until full payment has been received. I hereby authorize the opening and keeping of a maintenance and repair file and I also hereby authorize the repair shop and its employees to collect use and communicate to my third party any personal or other information which is necessary to the constitution of the file. I further authorize the repair shop and his employees to use the vehicle for any test drive required for diagnosis and/or repair. Parts are covered under manufacturer's warranty and subject to availability for 3 months unless otherwise specified in writing. All warranty claims will be at the discretion of S&M Diesel. Labour for defective/warrantable parts will be paid for by the customer and not covered by S&M Diesel. S&M Diesel's labour warranty, if approved, is for workmanship defects only. I also understand that the repair facility assumes no responsibility for vehicles left for repairs, parking and other purposes. All vehicles and/or equipment left over 30 days will be subject to seizure and sale unless agreement has been made with management in writing. All vehicles left over 30 days will be subject to storage fee of \$85.00 per day unless otherwise agreed upon in writing with management. S&M Diesel explicitly reserves the right to charge and recover from the customer any and all legal fees on a solicitor and own client basis in the event stops are taken to collect an unpaid balance from a customer or seize and sell a vehicle pursuant to any lien. In the event that there is an unmet balance owing to S&M Diesel, S&M Diesel will also no longer be liable to honor the warranty on any parts and/or labour. As parts, supplies and labor supplied by S&M Diesel remain the property of S&M Diesel until paid in full, S&M Diesel retains the right to repossess any items obtained without notice to the customer if the full/balance is not paid by the customer after 30 days and any other part that may be damaged or is of a one time use nature will be disposed of at time of removal. S&M Diesel reserves the right to send from vehicles will become the property of S&M Diesel. If not picked up within 7 days of removal. Gaskets, seals, clamps, O-rings and any other part that may be damaged or is of a one time use nature will be disposed of at time of removal. S&M Diesel and its employees will not be held responsible for incidental or consequential damages to the vehicle or have certain work completed by a third party at S&M Diesel's sole discretion if deemed necessary or advisable by S&M Diesel without notice to the customer. S&M Diesel and its employees assume no legal responsibility for any injuries, loss of wages or lost profits or wages, sales or income, injury to person or property, towing charges, lift, dock or storage fee, telephone calls, freight, transportation, lodging or unauthorized repairs. S&M Diesel and its employees assume no legal responsibility for any injuries, loss of wages or lost profits or wages, sales or income, injury to person or property, towing charges, lift, dock or storage fee, telephone calls, freight, transportation, lodging or unauthorized repairs. The customer's signature below confirms he/she has taken knowledge of, and accepts, all terms and conditions and confirms that he/she authorizes the work to be carried out as described and at the estimated total cost provided herein. The customer's signature below confirms he/she acknowledges indebtedness to S&M Diesel for the estimated total cost provided herein.

Thank you and we value your business.

Date: