

CUSTOMER #: [REDACTED]
UNIT# 009

HEISHMAN AG LLC

MALCOM, IA [REDACTED]

HOME: [REDACTED] 3 CONT: [REDACTED]
BUS: [REDACTED] CELL: [REDACTED]

ACCOUNTING

4747 NE 14th Street
Des Moines, Iowa 50313
800-383-6225 515-266-2666
Fax 515-266-6830
www.housby.com



900 E. Highway 30
Carroll, Iowa 51401
712-792-8593
Fax 712-792-8594
www.housby.com

PAGE 1

SERVICE ADVISOR: 798 DOUG STROBEL

COLOR	YEAR	MAKE/MODEL		VIN		LICENSE	MILEAGE IN / OUT		TAG
	14	MACK CXU613					546388/546388		
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED		PO NO.	RATE	PAYMENT	INV. DATE	
05FEB14 DD			14:09 05AUG20		009		CHG	11AUG20	
R.O. OPENED		READY		OPTIONS: SOLD-STK:J0133 DLR:D880					
03AUG20		11AUG20							

LINE	OPCODE	TECH	TYPE	A/HRS	S/HRS	COST	SALE	COMP	LIST	NET	TOTAL
A NO CRANK/NO START											
99-000-0001 NO CRANK/NO START											
	192	CPM	24.70	25.91		89414	396355			3963.55	3963.55
	164	CPM	0.09	0.09		306	1445			14.45	14.45
			24.79	26.00		89720	397800	**		3978.00	3978.00

546388 HOOKED UP LAP-TOP AND PRINTED OFF CODES, I FOLLOWED IN GUIDED DIAGNOSTICS THE ACTIVE PSID 29: NEUTRAL GEAR ENGAGEMENT, FMI 7: MECHANICAL SYSTEM NOT RESPONDING PROPERLY. FIRST CHECK WAS MAKE SURE TRANS FLUID IS FULL, IT IS. SECOND TEST CHECK DRIVE LINE, IT'S STILL THERE NOTHING IS BROKE OR SLIPPING. THIRD TEST WAS TO AIR UP SYSTEM PRESSURE TO ABOVE 94 PSI THEN HOLD FOOT ON SERVICE BRAKE START ENGINE, ENGINE WILL NOT CRANK BECAUSE IT CAN NOT FIND NEUTRAL. SO I WENT INTO PTT TRANSMISSION TEST AND PERFORMED A CLUTCH WEAR CHECK IT FAILED. FORTH I PERFORMED A CHOICE OF GEAR TEST AND SELECTED N1 IT FOUND NEUTRAL AND I WAS ABLE TO START ENGINE, THE THROTTLE WORKS SO THEN I HELD BRAKE AND PUT IN FORWARD DRIVE I LOST THROTTLE PEDAL AND TRUCK WOULDN'T MOVE. SO I PERFORMED A CLUTCH WEAR CALIBRATION IT WAS OUT OF SPEC. NEXT PERFORMED A TRANSMISSION AND CLUTCH, PULLING POSITION CALIBRATION AND IT ALSO WAS OUT OF SPEC. I ALSO SMELL THE CLUTCH DUST WHILE DOING THESE TEST. I SUSPECT CLUTCH IS DAMAGED. STARTED PULLING TRANSMISSION. WHEN I HAD ENGINE RUNNING I HAD A MALFUNCTION LIGHT COME ON, SO I REFRESHED SYSTEM AND IT WAS A ACTIVE PSID 25: GEARS 1/R ENGAGEMENT SYSTEM, FMI 11: UNIDENTIFIABLE ERROR. THIS IS WHEN I LOST THROTTLE PEDAL SO THE STARTING ISSUE AND TRUCK NOT MOVING ARE BOTH RELATED. DIAG SAYS PULL TRANSMISSION AND PULL APART TO FIND CAUSES. JACKED UP CHASSIS AND PLACED ON STANDS, THEN REMOVED DRIVE LINE AND ALL THE LOWER BELL-HOUSING BOLTS, MARKED ALL THE STUDS TO CASE. TRIED TO REMOVE COOLER LINES BUT THEY ARE SEIZED IN FITTINGS SO I REMOVED TOP OF FILTER WITH LINES ATTACHED TO IT AND PLACED IN PLASTIC BAGGIE. PLACED JACK UNDER TRANS THEN REMOVED ALL THE BRACKETS AND LINES, STRAPPED TRANS TO JACK THEN PULLED IT OUT FROM UNDER CHASSIS. PULLED INPUT SEAL FROM TRANSMISSION BECAUSE IT GOT VERY HOT FROM THE BURNT CLUTCH MATERIAL. CLEANED SURFACES AND INSTALLED NEW SEAL. THEN REMOVED CCV AND BROKE A BOLT OFF AND THE SHAFT OF BOLT IS SEIZED INSIDE OF ALUMINUM

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TERMS: NET 10th A Late Charge of up to 1 1/2% PER MONTH may be added to all Past Due Balances.

CUSTOMER SIGNATURE X

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

CUSTOMER #: [REDACTED]
UNIT# 009

HEISHMAN AG LLC

MALCOM, IA

HOME: [REDACTED] 3 CONT: [REDACTED]
BUS: [REDACTED] CELL: [REDACTED]

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SERVICE ADVISOR: 798 DOUG STROBEL

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN / OUT	TAG	
	14	MACK CXU613	[REDACTED]		546388/546388	[REDACTED]	
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
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R.O. OPENED		READY		OPTIONS: SOLD-STK:J0133 DLR:D880			
03AUG20		11AUG20					

LINE	OPCODE	TECH	TYPE	A/HRS	S/HRS	COST	SALE	COMP	LIST	NET	TOTAL
VALVE. SO I SPRAYED LUBE AND HIT IT BACK AND FORTH TO TRY AND WORK IT FREE BUT IT STILL WILL NOT COME OFF. SO I BEAT IT OFF WITH A AIR CHISEL, AND THIS CAUSED IT TO BREAK APART, THIS BRINGS TO OUR ATTENTION THE INSIDE OF VALVE IS FULL OF RUST ON THE COILS WHICH PROBABLY CAUSED THE CLUTCH SLIPPING PROBLEM. NEXT I INSTALLED NEW CCA AND HOSE AND CCV, TRANS IS READY TO GO BACK IN. THEN I USED PULLER TO REMOVE REAR CRANK SEAL AND CLEAN SURFACES, THEN INSTALLED NEW CRANK SEAL. PUT NEW PILOT BEARING IN NEW FLYWHEEL, THEN INSTALLED FLYWHEEL AND TORQUED NEW BOLTS TO SPEC. INSTALLED NEW CLUTCH AND PRESSURE PLATE WITH NEW SCREWS AND TORQUED TO SPEC. THEN STABBED TRANSMISSION AND TIGHTENED ALL LOWER BELL HOUSING BOLTS AND REMOVED JACK. INSTALLED ALL UPPER BELL HOUSING BOLTS AND STUDS THEN BOLTED ON BATTERY CABLE BRACKETS. RAN TRAN HARNESS OVER TOP DOWN RIGHT SIDE THEN HOOKED EVERYTHING UP AND WIRE TIED IN PLACE. HOOKED UP AIR SUPPLY HOSE THEN LET TRUCK DOWN TO GROUND AND INSTALLED DRIVE LINE. AIR UP TANKS AND HOOKED UP LAP-TOP AND CALIBRATED NEW CLUTCH WITH CENTRAL SYSTEMS, THEN STARTED ENGINE TO FINISH CALIBRATION. CLEARED ALL CODES. WHEN I SHUT ENGINE OFF I COULD HEAR AIR LEAKING SO I SPRAYED WITH SOAPY WATER AND FOUND TWO LEAKS, ONE IS THE SUPPLY HOSE GOING INTO TRANS THEN OTHER IS A HOLE IN A LINE ALONG FRAME. SO I DRAINED AIR AND PULLED HOSE OUT OF TRANS AND CUT ABOUT 1/2 INCH SLID IT BACK IN, NEXT CUT BAD SPOT OUT OF 1/4 INCH LINE AND INSTALLED A UNION. THEN STARTED ENGINE TO BUILD AIR AND THE TRANS ONE IS STILL LEAKING SO REPLACED THE FITTING AND NOW IT'S SEALED. INSTALLED FLOOR AND MAT. TOOK FOR TEST DRIVE CLUTCH IS VERY SMOOTH. DONE											
B WATER COMING FROM INNER AIR TANK POP OFF. AIR DRIER SERVICE?											
99-000-0001 WATER COMING FROM INNER AIR TANK POP OFF. AIR DRIER SERVICE?											
	192	CPM	2.49	2.50	9014	38250				382.50	382.50
1	6300-4329012482										
	COALESCING CART				4733	6000	0	133.70	60.00	60.00	
3	25154864 DRAIN VALVE				3864	5745	0	27.05	19.15	57.45	
1	ZAA734 BRAKE CLEAN				231	390	0	5.78	3.90	3.90	
1	21229720 FITTING				1501	2232	0	31.52	22.32	22.32	
1	25090755 FITTING				649	1037	0	13.89	10.37	10.37	

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DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

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		14	MACK CXU613				546388/546388		
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED		PO NO.	RATE	PAYMENT	INV. DATE	
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R.O. OPENED		READY		OPTIONS: SOLD-STK:J0133 DLR:D880					
03AUG20		11AUG20							

LINE	OPCODE	TECH	TYPE	A/HRS	S/HRS	COST	SALE	COMP	LIST	NET	TOTAL
1	20515114	ELBOW	NIPPLE			1465	2179	0	30.77	21.79	21.79
546388	EMOVED OLD FILTER AND CLEANED OUT DRIER HOUSING, THERE WAS SLUG IN IT. INSTALLED NEW FILTER AND STARTED ENGINE TO BUILD AIR BUT SYSTEM WOULDN'T PURGE. WHEN I SHUT ENGINE OFF I FOUND THE SIGNAL LINE FROM REGULATOR TO COMPRESSOR IS BROKE OFF AND THERE IS A PIECE INSIDE THE FITTING. SO I REMOVED FITTING ON COMPRESSOR INSTALLED NEW ONE, CUT THE LINE UPSTREAM ABOUT A FOOT AND SPLICED IN A UNION AND 10 INCHES OF NEW LINE BECAUSE THE OLD ONE WAS HARD AND BRITTLE. STARTED ENGINE NOW SYSTEM POPS OFF LIKE IT'S SUPPOSED TO. NOTE THERE WAS A LOT OF WATER IN THERE SO IF THIS SYSTEM BUILD LOTS OF WATER THEY MIGHT HAVE A AIR COMPRESSOR FAILING, BUT THERE WAS NO MENTION ON LOSING COOLANT. DONE										
D UNIT TOWED IN.											

99-000-0001 UNIT TOWED IN.

192	CPM	0.86	1.00	3113	15300					153.00	153.00
546388 192 TOWED TRUCK IN WITH FORK TRUCK.											
E** GOODWILL FOR TRANS REPAIR											
001 001 GENERAL REPAIRS											
192	WMGP	0.00	0.00	0	44780					447.80	447.80
1	85022395	CLUTCH KIT		69874	76861	0	1397.48		768.61	768.61	
CORE CHARGE W				25000	25000				250.00	250.00	
-1	85022395	CORE RETURN		-25000	-25000	0	1397.48		250.00	-250.00	
1	20512915	BEARING		3876	4264	0	78.30		42.64	42.64	
14	21344746	FLANGE SCREW		4144	4564	0	6.81		3.26	45.64	
1	1543896	CRANKSHAFT SEAL		8220	9042	0	164.40		90.42	90.42	
1	23417527	CYLINDER		91672	100839	0	1833.44		1008.39	1008.39	
CORE CHARGE W				40000	40000				400.00	400.00	
-1	23417527	CORE RETURN		-40000	-40000	0	1833.44		400.00	-400.00	
1	22327069	SOLENOID VALVE		27776	30554	0	555.52		305.54	305.54	
1	20992763	AIR HOSE		4149	4564	0	83.81		45.64	45.64	
1	1521975	LOCK BRACE		175	193	0	4.38		1.93	1.93	
1	20483426	SEALING RING		2502	2752	0	51.04		27.52	27.52	
1	974584	O-RING		526	579	0	11.26		5.79	5.79	
12	984758	FLANGE SCREW		2892	3180	0	6.03		2.65	31.80	
2	ZAA734	BRAKE CLEAN		462	508	0	5.78		2.54	5.08	

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PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

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R.O. OPENED		READY		OPTIONS: SOLD-STK:J0133 DLR:D880					
03AUG20		11AUG20							

LINE	OPCODE	TECH	TYPE	A/HRS	S/HRS	COST	SALE	COMP	LIST	NET	TOTAL
1	21184666		FLYWHEEL			100316	110348	0	2006.32	1103.48	1103.48
			CORE CHARGE W			10000	10100			101.00	101.00
-1	21184666		CORE RETURN			-10000	-10100	0	2006.32	101.00	-101.00
3	25086587		FLANGE SCREW			672	738	0	5.60	2.46	7.38
2	967343		O-RING			1524	1676	0	16.31	8.38	16.76
1	ZAA734		BRAKE CLEAN			231	254	0	5.78	2.54	2.54
6	25164660		CABLE TIE			450	498	0	2.03	0.83	4.98
2	980464		CABLE TIE			72	80	0	1.04	0.40	0.80
2	85133971		KIT			2738	3012	0	24.62	15.06	30.12
1	25090755		FITTING			649	714	0	13.89	7.14	7.14
						322920	355220	TPARTS			
						0	44780	TLABOR			

CUSTOMER PAY SHOP SUPPLIES FOR RE 0 25545 255.45

Thank you for your business.

DATE	START	FINISH	DURATION	TYPE	TECH	LINE(S)	CHG
08-03-20	14:22	15:14	0.86	W	192	D	
	15:15	15:41	0.43	W	192	B	
08-04-20	06:55	07:20	0.41	W	192	B	
	07:21	09:03	1.70	W	192	A	
	09:19	11:36	2.28	W	192	A	Y
	12:05	14:05	2.00	W	192	A	
	14:21	15:40	1.32	W	192	A	
08-05-20	06:55	09:02	2.11	W	192	A	
	09:17	09:49	0.53	W	192	A	Y
08-06-20	09:40	10:21	0.68	W	192	A	
	11:01	11:41	0.66	W	192	A	
	12:13	12:57	0.73	W	192	A	
	14:29	15:30	1.02	W	192	A	
08-07-20	06:54	09:04	2.17	W	192	A	
	11:08	11:30	0.37	W	192	A	
	12:53	12:58	0.09	W	164	A	

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CUSTOMER SIGNATURE X

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

CUSTOMER #: [REDACTED]
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03AUG20		11AUG20					

LINE	OPCODE	TECH	TYPE	A/HRS	S/HRS	COST	SALE	COMP	LIST	NET	TOTAL
		12:13		14:01	1.80	W	192		A		
		14:16		15:31	1.25	W	192		A	Y	
08-10-20		06:55		08:35	1.66	W	192		A		
		08:36		09:00	0.40	W	192		B		
		09:16		09:32	0.26	W	192		B		
		09:32		13:57	4.42	W	192		A		
		13:57		14:03	0.10	W	192		B		
		14:20		15:13	0.89	W	192		B		

ACCOUNT	SALE	COST	CONTROL	ACCOUNT	SALE	COST	CONTROL
[REDACTED]	451350	101847		[REDACTED]	232839	208255	
	1152	924			44780	0	
	0	0			138812	126184	
	25545	0			34614	0	
	400000	*****			529092	*****	

MACK

HOUSBY



If you have concerns or questions regarding any of the services you received from Housby, please don't hesitate to contact us.
You may be selected to receive a survey and we are committed to customer satisfaction.

COST, SALE, & COMP TOTALS 437210 894478 0

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LABOR AMOUNT	4513.50
PARTS AMOUNT	175.83
GAS, OIL, LUBE	0.00
SUBLET AMOUNT	0.00
MISC. CHARGES	255.45
TOTAL CHARGES	4944.78
LESS INSURANCE	0.00
SALES TAX	346.14
PLEASE PAY THIS AMOUNT	5290.92

CUSTOMER #: [REDACTED]
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03AUG20		11AUG20					

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
A	NO	CRANK/NO	START				
	99-000-0001	NO	CRANK/NO	START			
		192	CPM				
		164	CPM				

3978.00 3978.00

PARTS: 0.00 LABOR: 3978.00 OTHER: 0.00 TOTAL LINE A: 3978.00

546388 HOOKED UP LAP-TOP AND PRINTED OFF CODES, I FOLLOWED IN GUIDED DIAGNOSTICS THE ACTIVE PSID 29: NEUTRAL GEAR ENGAGEMENT, FMI 7: MECHANICAL SYSTEM NOT RESPONDING PROPERLY. FIRST CHECK WAS MAKE SURE TRANS FLUID IS FULL, IT IS. SECOND TEST CHECK DRIVE LINE, IT'S STILL THERE NOTHING IS BROKE OR SLIPPING. THIRD TEST WAS TO AIR UP SYSTEM PRESSURE TO ABOVE 94 PSI THEN HOLD FOOD ON SERVICE BRAKE START ENGINE, ENGINE WILL NOT CRANK BECAUSE IT CAN NOT FIND NEUTRAL. SO I WENT INTO PTT TRANSMISSION TEST AND PERFORMED A CLUTCH WEAR CHECK IT FAILED. FORTH I PERFORMED A CHOICE OF GEAR TEST AND SELECTED N1 IT FOUND NEUTRAL AND I WAS ABLE TO START ENGINE, THE THROTTLE WORKS SO THEN I HELD BRAKE AND PUT IN FORWARD DRIVE I LOST THROTTLE PEDAL AND TRUCK WOULDN'T MOVE. SO I PERFORMED A CLUTCH WEAR CALIBRATION IT WAS OUT OF SPEC. NEXT PERFORMED A TRANSMISSION AND CLUTCH, PULLING POSITION CALIBRATION AND IT ALSO WAS OUT OF SPEC. I ALSO SMELL THE CLUTCH DUST WHILE DOING THESE TEST. I SUSPECT CLUTCH IS DAMAGED. STARTED PULLING TRANSMISSION. WHEN I HAD ENGINE RUNNING I HAD A MALFUNCTION LIGHT COME ON, SO I REFRESHED SYSTEM AND IT WAS A ACTIVE PSID 25: GEARS 1/R ENGAGEMENT SYSTEM, FMI 11: UNIDENTIFIABLE ERROR. THIS IS WHEN I LOST THROTTLE PEDAL SO THE STARTING ISSUE AND TRUCK NOT MOVING ARE BOTH RELATED. DIAG SAYS PULL TRANSMISSION AND PULL APART TO FIND CAUSES. JACKED UP CHASSIS AND PLACED ON STANDS, THEN REMOVED DRIVE LINE AND ALL THE LOWER BELL-HOUSING BOLTS, MARKED ALL THE STUDS TO CASE. TRIED TO REMOVE COOLER LINES BUT THEY ARE SEIZED IN FITTINGS SO I REMOVED TOP OF FILTER WITH LINES ATTACHED TO IT AND PLACED IN PLASTIC BAGGIE. PLACED JACK UNDER TRANS THEN REMOVED ALL THE BRACKETS AND LINES, STRAPPED TRANS TO JACK THEN PULLED IT OUT FROM UNDER CHASSIS. PULLED INPUT SEAL FROM TRANSMISSION BECAUSE IT GOT VERY HOT FROM THE BURNT CLUTCH MATERIAL. CLEANED SURFACES AND INSTALLED NEW SEAL. THEN REMOVED CCV AND

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TERMS: NET 10th A Late Charge of up to 1½% PER MONTH may be added to all Past Due Balances.

CUSTOMER SIGNATURE X

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

CUSTOMER #: [REDACTED]
UNIT# 009

HEISHMAN AG LLC

MALCOM, IA [REDACTED]

HOME: [REDACTED] 3 CONT: [REDACTED]
BUS: [REDACTED] CELL: [REDACTED]

INVOICE

4747 NE 14th Street
Des Moines, Iowa 50313
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PAGE 2

SERVICE ADVISOR: 798 DOUG STROBEL

COLOR		YEAR	MAKE/MODEL		VIN	LICENSE	MILEAGE IN / OUT		TAG
		14	MACK CXU613				546388/546388		
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED		PO NO.	RATE	PAYMENT	INV. DATE	
05FEB14 DD			14:09 05AUG20		009		CHG	11AUG20	
R.O. OPENED		READY		OPTIONS: SOLD-STK:J0133 DLR:D880					
03AUG20		11AUG20							

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
BROKE A BOLT OFF AND THE SHAFT OF BOLT IS SEIZED INSIDE OF ALUMINUM VALVE. SO I SPRAYED LUBE AND HIT IT BACK AND FORTH TO TRY AND WORK IT FREE BUT IT STILL WILL NOT COME OFF. SO I BEAT IT OFF WITH A AIR CHISEL, AND THIS CAUSED IT TO BREAK APART, THIS BRINGS TO OUR ATTENTION THE INSIDE OF VALVE IS FULL OF RUST ON THE COILS WHICH PROBABLY CAUSED THE CLUTCH SLIPPING PROBLEM. NEXT I INSTALLED NEW CCA AND HOSE AND CCV, TRANS IS READY TO GO BACK IN. THEN I USED PULLER TO REMOVE REAR CRANK SEAL AND CLEAN SURFACES, THEN INSTALLED NEW CRANK SEAL. PUT NEW PILOT BEARING IN NEW FLYWHEEL, THEN INSTALLED FLYWHEEL AND TORQUED NEW BOLTS TO SPEC. INSTALLED NEW CLUTCH AND PRESSURE PLATE WITH NEW SCREWS AND TORQUED TO SPEC. THEN STABBED TRANSMISSION AND TIGHTENED ALL LOWER BELL HOUSING BOLTS AND REMOVED JACK. INSTALLED ALL UPPER BELL HOUSING BOLTS AND STUDS THEN BOLTED ON BATTERY CABLE BRACKETS. RAN TRAN HARNESS OVER TOP DOWN RIGHT SIDE THEN HOOKED EVERYTHING UP AND WIRE TIED IN PLACE. HOOKED UP AIR SUPPLY HOSE THEN LET TRUCK DOWN TO GROUND AND INSTALLED DRIVE LINE. AIR UP TANKS AND HOOKED UP LAP-TOP AND CALIBRATED NEW CLUTCH WITH CENTRAL SYSTEMS, THEN STARTED ENGINE TO FINISH CALIBRATION. CLEARED ALL CODES. WHEN I SHUT ENGINE OFF I COULD HEAR AIR LEAKING SO I SPRAYED WITH SOAPY WATER AND FOUND TWO LEAKS, ONE IS THE SUPPLY HOSE GOING INTO TRANS THEN OTHER IS A HOLE IN A LINE ALONG FRAME. SO I DRAINED AIR AND PULLED HOSE OUT OF TRANS AND CUT ABOUT 1/2 INCH SLID IT BACK IN, NEXT CUT BAD SPOT OUT OF 1/4 INCH LINE AND INSTALLED A UNION. THEN STARTED ENGINE TO BUILD AIR AND THE TRANS ONE IS STILL LEAKING SO REPLACED THE FITTING AND NOW IT'S SEALED. INSTALLED FLOOR AND MAT. TOOK FOR TEST DRIVE CLUTCH IS VERY SMOOTH. DONE							

B WATER COMING FROM INNER AIR TANK POP OFF. AIR DRIER SERVICE?

99-000-0001 WATER COMING FROM INNER AIR TANK POP

OFF. AIR DRIER SERVICE?

192 CPM

1 6300-4329012482 COALESCING CART

3 25154864 DRAIN VALVE

1 ZAA734 BRAKE CLEAN

1 21229720 FITTING

382.50 382.50

133.70 60.00 60.00

27.05 19.15 57.45

5.78 3.90 3.90

31.52 22.32 22.32

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CUSTOMER SIGNATURE X

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

CUSTOMER #: [REDACTED]
UNIT# 009

HEISHMAN AG LLC

MALCOM, IA

HOME: [REDACTED] 3 CONT: [REDACTED]
BUS: [REDACTED] CELL: [REDACTED]

INVOICE

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PAGE 3

SERVICE ADVISOR: 798 DOUG STROBEL

COLOR		YEAR	MAKE/MODEL		VIN	LICENSE	MILEAGE IN / OUT		TAG
		14	MACK CXU613				546388/546388		
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED		PO NO.	RATE	PAYMENT	INV. DATE	
05FEB14 DD			14:09 05AUG20		009		CHG	11AUG20	
R.O. OPENED		READY		OPTIONS: SOLD-STK:J0133 DLR:D880					
03AUG20		11AUG20							

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
1	25090755		FITTING		13.89	10.37	10.37
1	20515114		ELBOW NIPPLE		30.77	21.79	21.79
PARTS:	175.83	LABOR:	382.50	OTHER:	0.00	TOTAL LINE B:	558.33

546388 MOVED OLD FILTER AND CLEANED OUT DRIER HOUSING, THERE WAS SLUG IN IT. INSTALLED NEW FILTER AND STARTED ENGINE TO BUILD AIR BUT SYSTEM WOULDN'T PURGE. WHEN I SHUT ENGINE OFF I FOUND THE SIGNAL LINE FROM REGULATOR TO COMPRESSOR IS BROKE OFF AND THERE IS A PIECE INSIDE THE FITTING. SO I REMOVED FITTING ON COMPRESSOR INSTALLED NEW ONE, CUT THE LINE UPSTREAM ABOUT A FOOT AND SPLICED IN A UNION AND 10 INCHES OF NEW LINE BECAUSE THE OLD ONE WAS HARD AND BRITTLE. STARTED ENGINE NOW SYSTEM POPS OFF LIKE IT'S SUPPOSED TO. NOTE THERE WAS A LOT OF WATER IN THERE SO IF THIS SYSTEM BUILD LOTS OF WATER THEY MIGHT HAVE A AIR COMPRESSOR FAILING, BUT THERE WAS NO MENTION ON LOSING COOLANT. DONE

D UNIT TOWED IN.

99-000-0001 UNIT TOWED IN.

192	CPM					153.00	153.00
PARTS:	0.00	LABOR:	153.00	OTHER:	0.00	TOTAL LINE D:	153.00
546388	192	TOWED TRUCK IN WITH FORK TRUCK.					

E** GOODWILL FOR TRANS REPAIR

001 001 GENERAL REPAIRS

192	WMGP						(N/C)
1	85022395	CLUTCH KIT					(N/C)
		CORE CHARGE W					(N/C)
-1	85022395	CORE RETURN					(N/C)
1	20512915	BEARING					(N/C)
14	21344746	FLANGE SCREW					(N/C)
1	1543896	CRANKSHAFT SEAL					(N/C)
1	23417527	CYLINDER					(N/C)
		CORE CHARGE W					(N/C)
-1	23417527	CORE RETURN					(N/C)
1	22327069	SOLENOID VALVE					(N/C)
1	20992763	AIR HOSE					(N/C)

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	TERMS: NET 10th A Late Charge of up to 1 1/2% PER MONTH may be added to all Past Due Balances.	PARTS AMOUNT
	CUSTOMER SIGNATURE X	GAS, OIL, LUBE
		SUBLET AMOUNT
		MISC. CHARGES
		TOTAL CHARGES
		LESS INSURANCE
		SALES TAX
		PLEASE PAY THIS AMOUNT

CUSTOMER #: [REDACTED]
UNIT# 009

HEISHMAN AG LLC

MALCOM, IA

HOME: [REDACTED] 3 CONT: [REDACTED]
BUS: [REDACTED] CELL: [REDACTED]

INVOICE

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PAGE 4

SERVICE ADVISOR: 798 DOUG STROBEL

COLOR		YEAR	MAKE/MODEL		VIN	LICENSE	MILEAGE IN / OUT		TAG
		14	MACK CXU613				546388/546388		
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED		PO NO.	RATE	PAYMENT	INV. DATE	
05FEB14 DD			14:09 05AUG20		009		CHG	11AUG20	
R.O. OPENED		READY		OPTIONS: SOLD-STK:J0133 DLR:D880					
03AUG20		11AUG20							

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
1	1521975	LOCK	BRACE				(N/C)
1	20483426	SEALING	RING				(N/C)
1	974584	O-RING					(N/C)
12	984758	FLANGE	SCREW				(N/C)
2	ZAA734	BRAKE	CLEAN				(N/C)
1	21184666	FLYWHEEL					(N/C)
	CORE	CHARGE	W				(N/C)
-1	21184666	CORE	RETURN				(N/C)
3	25086587	FLANGE	SCREW				(N/C)
2	967343	O-RING					(N/C)
1	ZAA734	BRAKE	CLEAN				(N/C)
6	25164660	CABLE	TIE				(N/C)
2	980464	CABLE	TIE				(N/C)
2	85133971	KIT					(N/C)
1	25090755	FITTING					(N/C)

PARTS: 0.00 LABOR: 0.00 OTHER: 0.00 TOTAL LINE E: 0.00

EST: 991.89 11AUG20 09:44 SA: 798

CONTACT:

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CUSTOMER SIGNATURE X

DESCRIPTION	TOTALS
LABOR AMOUNT	4513.50
PARTS AMOUNT	175.83
GAS, OIL, LUBE	0.00
SUBLET AMOUNT	0.00
MISC. CHARGES	255.45
TOTAL CHARGES	4944.78
LESS INSURANCE	0.00
SALES TAX	346.14
PLEASE PAY THIS AMOUNT	5290.92

CUSTOMER #: [REDACTED]
UNIT# 009

HEISHMAN AG LLC

MALCOM, IA

HOME: [REDACTED] 3 CONT: [REDACTED]
BUS: [REDACTED] CELL: [REDACTED]

WARRANTY

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www.housby.com

PAGE 1

SERVICE ADVISOR: 798 DOUG STROBEL

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN / OUT	TAG	
	14	MACK CXU613			546388/546388		
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
05FEB14 DD			14:09 05AUG20	009		CHG	11AUG20
R.O. OPENED		READY	OPTIONS: SOLD-STK:J0133 DLR:D880				
03AUG20		11AUG20					

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
E** GOODWILL FOR TRANS REPAIR							
001 001 GENERAL REPAIRS							
		192	WMGP	0.00		447.80	447.80
1	85022395	CLUTCH KIT			1397.48	768.61	768.61
	CORE CHARGE W					250.00	250.00
-1	85022395	CORE RETURN			1397.48	250.00	-250.00
1	20512915	BEARING			78.30	42.64	42.64
14	21344746	FLANGE SCREW			6.81	3.26	45.64
1	1543896	CRANKSHAFT SEAL			164.40	90.42	90.42
1	23417527	CYLINDER			1833.44	1008.39	1008.39
	CORE CHARGE W					400.00	400.00
-1	23417527	CORE RETURN			1833.44	400.00	-400.00
1	22327069	SOLENOID VALVE			555.52	305.54	305.54
1	20992763	AIR HOSE			83.81	45.64	45.64
1	1521975	LOCK BRACE			4.38	1.93	1.93
1	20483426	SEALING RING			51.04	27.52	27.52
1	974584	O-RING			11.26	5.79	5.79
12	984758	FLANGE SCREW			6.03	2.65	31.80
2	ZAA734	BRAKE CLEAN			5.78	2.54	5.08
1	21184666	FLYWHEEL			2006.32	1103.48	1103.48
	CORE CHARGE W					101.00	101.00
-1	21184666	CORE RETURN			2006.32	101.00	-101.00
3	25086587	FLANGE SCREW			5.60	2.46	7.38
2	967343	O-RING			16.31	8.38	16.76
1	ZAA734	BRAKE CLEAN			5.78	2.54	2.54
6	25164660	CABLE TIE			2.03	0.83	4.98
2	980464	CABLE TIE			1.04	0.40	0.80
2	85133971	KIT			24.62	15.06	30.12
1	25090755	FITTING			13.89	7.14	7.14

322920 355220 TPARTS

0

44780 TLABOR

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CUSTOMER SIGNATURE X

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

CUSTOMER #: [REDACTED]
UNIT# 009

HEISHMAN AG LLC

MALCOM, IA

HOME: [REDACTED] 3 CONT: [REDACTED]
BUS: [REDACTED] CELL: [REDACTED]

WARRANTY

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PAGE 2

SERVICE ADVISOR: 798 DOUG STROBEL

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	14	MACK CXU613	[REDACTED]		546388/546388	[REDACTED]	
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
05FEB14 DE			14:09 05AUG20	009		CHG	11AUG20
R.O. OPENED		READY	OPTIONS: SOLD-STK:J0133 DLR:D880				
03AUG20		11AUG20					

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
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EST: 991.89	11AUG20 09:44	SA: 798
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CONTACT:

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COST, SALE, & COMP TOTALS 322920 400000 0

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	TERMS: NET 10th A Late Charge of up to 1½% PER MONTH may be added to all Past Due Balances. CUSTOMER SIGNATURE X	LABOR AMOUNT	447.80
		PARTS AMOUNT	3552.20
		GAS, OIL, LUBE	0.00
		SUBLET AMOUNT	0.00
		MISC. CHARGES	0.00
		TOTAL CHARGES	4000.00
		LESS INSURANCE	0.00
		SALES TAX	0.00
		PLEASE PAY THIS AMOUNT	4000.00