



MACQUEEN™

MacQueen

1401 North Farnsworth Avenue
Aurora, IL 60505
800-582-8818

PLEASE REMIT TO:
MacQueen
1125 7th Street E
St Paul, MN 55106
651-645-5726 • 800-832-6417

Ship To: ROMEOVILLE

Invoice To: ROMEOVILLE, VILLAGE OF (F.D.)
Accounts Payable
18 Montrose Dr
Romeoville IL 60446

Attention: a. PAYABLE

Branch		
AURORA IL		*REPRINT*
Date	Time	Page
03/31/26	15:46:59 (B)	01
Account No	Phone No	Inv No
ROMEO001	8158867227	W06227
Ship Via	Purchase Order	
	E.J.DESLAURIERS	
Tax ID No		
E9992-5532-05		
	Salesperson	
	367	

SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
C010008	ENFORCER RESCUE	4553	P17481	07/18/07	
22	ENFORCER	28292	4P1CE01A76A006054		

SEGMENT# 1 C 95446 NA 02/02/26 02/03/26

PREVENTATIVE MAINTENANCE A

CORRECTION:

PERFORMED PREVENTATIVE MAINTENANCE 'A' SERVICE AND INSPECTION. NOTED DEFICIENCIES.

ATF	ATF	34			
	P/N CATFMPB, TRANSGUARD MP AUTOMATIC TRANS FLUID.				
FF5488	FILTER, FUEL	1	N		
FS1003	FILTER, FUEL SE	1	N		
	FILTER, FUEL SEPERATOR				
LF9009	FILTER	1			
OS	OIL SAMPLE	1			
WF2077	FILTER, WATER	1	N		
107794X	DESICCANT CARTR	1	N		
	DESICCANT CARTRIDGE (REBUILT) USE 107796				
15W40	OIL, MOTOR	24			
	P/N C15W40600B CITGARD 600 15W40 MOTOR OIL.				
29558329	TRANS FILTER KT	1			
80W90	GEAR LUBE	18			
	P/N C80W90MPB PREM GO MP 80W90 GEAR LUBE.				
99-6004	FILTER, POWER ST	1			
	FILTER, POWER STEERING RES.				
	PARTS			739.27	
	LABOR			2360.37	
11000001	SEGMENT TOTAL==>			3099.64	

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22	ENFORCER	28292	4P1CE01A76A006054		

SEGMENT# 2 C 95446 NA 02/02/26 02/04/26

CHECK EXHAUST

CORRECTION:

TAILPIPE AND ELBOW ARE MISSING. THERE IS A HOLE IN THE PIPE FORWARD OF THE CLAMP. THERE IS A LEAK AT THE CLAMP UNDER THE CAB AT THE FLEX PIPE. QUOTED NEW EXHAUST AFTER MUFFLER AND A NEW CLAMP FOR THE FLEX PIPE. PARTS LOOKED UP AND RECEIVED DO NOT MATCH WHAT IS ON THE TRUCK. ORDERED ADDITIONAL SECTIONS OF PIPE. LAYED OUT AND CUT TO SIZE. INSTALLED NEW EXHAUST TO MUFFLER. REQUIRED WELDING FOR NEDERMAN FLANGE.

BK7333224	4 BAND CLAMP	1	N
EXH42530	EXH. EXTENSION,	2	N
	EXH. EXTENSION, 5IDX50D		
FRT	FREIGHT	2	
42-0056	TAIL PIPE, 90DEG	1	S
	TAIL PIPE, 90DEG, 5.00		
42-0198	CLAMP, TRU-SEAL,	4	S
	CLAMP, TRU-SEAL, 5 DIA		
42-6090	TUBE, EXHAUST, OF	1	N
	TUBE, EXHAUST, OFFSET, 5 OD		
42-7595	RING, EXHAUST EX	1	N
	RING, EXHAUST EXTRACTOR STOP		
43582	EXHAUST ADAPTOR	1	N
80-6010	CLAMP, MUFFLER, 5	4	N
	CLAMP, MUFFLER, 5.00		
81-1015	SPRING, COMPRESS	5	
	SPRING, COMPRESSION, EXHAUST SYS		

PARTS

1978.75

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C010008	ENFORCER RESCUE	4553	P17481	07/18/07	
22	ENFORCER	28292	4P1CE01A76A006054		
				LABOR	1026.25
11000001				SEGMENT TOTAL==>	3005.00

SEGMENT# 3 C 95446 NA	02/02/26 02/04/26				
REAR SIDE WINCH POWER INOP					
<u>CORRECTION:</u>					
CHECKED POWER AND GROUND AT WINCH CONNECTORS. FOUND RIGHT SIDE MOST CORRODED. CLEANED TERMINALS ON ALL CONNECTORS AND APPLIED CORROSION PREVENTATIVE SPRAY. ALSO CLEANED AND LUBRICATED THE LATCHES ON THE ACCESS DOORS, AND REMOUNTED THE LEFT SIDE LATCH TO CORRECT WAY. COMPLETED.					
				LABOR	307.87
11000001				SEGMENT TOTAL==>	307.87

SEGMENT# 4 C 95446 NA	02/02/26 02/06/26				
LIGHT TOWER INOPERATIVE					
<u>CORRECTION:</u>					
ON POWER UP, CONTROLLER DISPLAYS ERR 1,14 FOR MAST DOWN SENSOR. REMOVED COVER AND VISUALLY INSPECTED. HAD TO CONTACT WILLBURT FOR WIRING INFORMATION DUE TO AGE OF UNIT. TESTED MAST DOWN SWITCH AT THE CONTROL BOARD. DISCONNECTED THE MAST FROM THE ACTUATOR, AND RAISED THE MAST TO ACCESS THE SWITCH. REMOVED THE SWITCH AND TESTED IT. FOUND THE SWITCH WORKING INTERMITTENTLY AND WITH REVERSED OUTPUTS. DURING TESTING THE CONTROLLER SHOWED BOTH MAST UP WHEN IT SHOULD HAVE READ DOWN, AND ERR 1,01 FOR REVERSED MAST DOWN SENSOR INPUTS. QUOTED NEW MAST DOWN SENSOR. 2/18 INSTALLED NEW MAST DOWN SENSOR AND CHECKED FUNCTION. WRAPPED CONTROLLER CABLE AT CONNECTOR WHERE STRAIN RELIEF HAS FAILED. WRAPPED AC CABLE ON ROOF WERE WEATHER CRACKED. PULLED TRUCK OUTSIDE AND					

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22	ENFORCER	28292	4P1CE01A76A006054		
TESTED LIGHT TOWER FUNCTIONS. REMOVED DO NOT USE LABELS.					
FRT	FREIGHT			1	
4524701	SWITCH, PROX MAG			1 N	
	SWITCH, PROX MAGNET				
				PARTS	106.09
				LABOR	1539.37
11000001				SEGMENT TOTAL==>	1645.46

SEGMENT# 5 C 95446 NA 02/02/26 02/04/26

LOW OIL PSI INTERMITTENT

CORRECTION:

WHILE DRIVING LOW OIL PRESSURE WILL BE DISPLAYED INTERMITTENTLY IN THE MESSAGE CENTER. THE OIL PRESSURE GAUGE DOES NOT SHOW LOW OIL PRESSURE. LOCATED AND REVIEWED ELECTRICAL DIAGRAMS FOR RELATED CIRCUITS. VISUAL INSPECTION OF WIRING AND COMPONENTS. CHECKED ECM FOR CODES. ANALOG GAUGE CLOSELY MATCHES ECM OIL PRESSURE. OPENED TECH TICKET #260205-000615 FOR ADDITIONAL INFORMATION. TESTED I/O AT RELAY BOARD. NEED TO DRIVE TRUCK TO REPLICATE CONCERN. PULLED TRUCK OUTSIDE AND OBSERVED SIGNAL TO RELAY BOARD. ALSO HAD THE SCAN TOOL CONNECTED TO TRANSMISSION AND AT ONE POINT LOST THAT CONNECTION AND AT THAT TIME NOTICED LOW OIL PRESSURE MESSAGE WAS BEING COMMANDED ON WHEN TRANSMISSION WAS IN NEUTRAL AND WOULD TURN OFF WHEN IN GEAR. PIM APPEARS TO GROUND THE RELAY COIL TO TURN ON THE LOW OIL PRESSURE MESSAGE. SIGNAL WIRE READS BATTERY VOLTAGE WHEN RUNNING AND NOT FAULTED. ECM OIL PRESSURE READS NORMAL WHEN FAULTED WITH NO CODES. PIM IS EITHER GETTING A FALSE INPUT ON THE DATA BUS OR GIVING A FALSE OUTPUT SIGNAL TO THE RELAY BOARD. NEED FURTHER DIAG AFTER OTHER WORK IS COMPLETE.

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FURTHER TESTING HAS NOT BEEN ABLE TO REPLICATE THE FAULT. LOOKING INTO WHETHER OR NOT THE LOW COOLANT WIRE THAT WAS REPAIRED COULD BE RELATED. FOUND THE LOW COOLANT ALARM MODULE NOT FUNCTIONING. ALSO FOUND NONE OF THE PASSENGER SIDE DOORS WILL ALARM ON THE DISPLAY. WHEN PULLING OUT THE CLUSTER PANEL TO CHECK THE BACK OF THE DISPLAY, THE DISPLAY BROKE OFF THE PLASTIC PANEL. IT LOOKS LIKE IT HAS BEEN PREVIOUSLY REPAIRED WITH SUPER GLUE. RE-ATTACHED THE DISPLAY WITH 2 PART EPOXY. FOUND THE WIRE FOR PASSENGER DOOR OPEN WARNING HAS BEEN CUT AND SEALED FOR AN UNKNOWN REASON. WILL ESTIMATE A REPLACEMENT COOLANT ALARM MODULE. RECONNECTED AND REMOVED TEST LEADS FROM LOW OIL CIRCUIT. FAULT DID NOT OCCUR DURING GENERATOR TEST. REINSTALL ALL REMOVED PANELS. NOTICED THE TIC CHARGER SCREWS ARE TOO LONG AND UNPROTECTED AND PUSH DOWN INTO THE WIRING BELOW. REPLACED WITH SHORTER SCREWS AND ACORN NUTS TO PREVENT WIRE DAMAGE. REPLACED THE LOW COOLANT MODULE ALSO, AND CHECKED FUNCTION. GOOD.

FRT	FREIGHT	1
42-5112	MODULE,LOW COOL	1 N
	MODULE,LOW COOLANT,KYSOR	

PARTS	177.95
LABOR	1642.00
SEGMENT TOTAL==>	1819.95

SEGMENT# 6 C 95446 NA 02/02/26 02/04/26
LOAD MANAGER ACTIVE WITH 14V
CORRECTION:
3 OF 4 BATTERIES FAILED TESTING.
CUSTOMER DECLINED BATTERIES.

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C010008	ENFORCER RESCUE	4553	P17481	07/18/07	
22	ENFORCER	28292	4P1CE01A76A006054		
CANNOT PROCEED WITH DIAG ON LOAD MANAGER.					
				LABOR	410.50
11000001				SEGMENT TOTAL==>	410.50

SEGMENT# 7 C 95446 NA	02/02/26 02/04/26				
COFFIN COMPARTMENT LIGHT OOS					
<u>CORRECTION:</u>					
RIGHT SIDE FORWARD COFFIN BOX LIGHT IN LID IS MISSING AND DOOR SWITCH IS LOOSE. QUOTED REPLACEMENT LIGHT AND RE-ATTACHED SWITCH. CUSTOMER DECLINED REPAIR.					
				LABOR	102.62
11000001				SEGMENT TOTAL==>	102.62

SEGMENT# 8 C 95446 NA	02/02/26 02/03/26				
COOLANT LEAKS					
<u>CORRECTION:</u>					
LEAK AT LEFT SIDE OF LOWER RADIATOR TANK, TIGHTENED THE TANK BOLTS. SMALL LEAK FROM THE BODY OF THE LOW COOLANT SENDER. LEAK AT TOP RADIATOR TANK GASKET/BOLTS. TIGHTENED ALL THE TOP TANK BOLTS I COULD ACCESS. REPLACE THE LOW COOLANT SENDER. DRAINED AND FILLED RADIATOR WITH OAT DUE TO HAVING SCA FILTER INSTALLED WITH OAT COOLANT. USED NON-SCA COOLANT FILTER (FILTER UNDER PM-A SEG #1).					
OAT	COOLANT,OAT	35			
42-1436	SEND,LOW COOLAN	1			
	SEND,LOW COOLANT PROBE 1/4P				
				PARTS	148.47
				LABOR	718.37
11000001				SEGMENT TOTAL==>	866.84

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22	ENFORCER	28292	4P1CE01A76A006054		

SEGMENT# 9 C 95446 NA	02/02/26 02/25/26				
AIR LEAKS DOWN					
<u>CORRECTION:</u>					
AIR SYSTEM IS LEAKING DOWN OVERNIGHT TO 30 PSI, BOTH FRONT AND REAR. AIR UP AND SPRAYED DOWN TANKS AND AIR LINES. REPLACED 2 LEAKING 3\8X1/4 90 SWIVEL FITTINGS ON TREADLE VALVE. RESEALED 2 LEAKING COMPRESSION FITTINGS ON THE WET TANK. RESEALED 1 FITTING ON REAR MANIFOLD BEHIND THE WET TANK. REPLACED WET TANK DRAIN VALVE. AIR IS ONLY LEAKING DOWN TO 70 PSI NOW OVERNIGHT. ESTIMATED REAR R14 BRAKE VALVE SEAL KIT FOR LEAK AT EXHAUST FITTING TO IMPROVE FURTHER. RESEALED R14 EXHAUST VALVE AND CHECKED FOR LEAK. TANKS HOLD AIR LONGER, BUT EVENTUALLY LEAK DOWN. NO FURTHER DIAG AT THIS TIME.					
102802K	R14 Seal kit	1	N		
				PARTS	43.90
				LABOR	821.00
11000001				SEGMENT TOTAL==>	864.90

SEGMENT#10 C 95446 NA	02/02/26 02/19/26				
DEBRIS IN AIR WET TANK					
<u>CORRECTION:</u>					
WET TANK HAS DESSICANT BEADS IN IT. REMOVED TANK DRAIN. REMOVED AIR LINE, AND FITTING TO FRONT TANK. BLEW OUT DEBRIS. CHECKED INTERIOR OF TANK WITH A SCOPE. REINSTALLED FITTINGS AND INSTALLED NEW TANK DRAIN.					
1212FX	COCK DRAIN	1			
				PARTS	8.74
				LABOR	205.25

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22	ENFORCER	28292	4P1CE01A76A006054		
11000001				SEGMENT TOTAL==>	213.99
<hr/>					
SEGMENT#11	C 95446 NA	02/02/26	03/23/26		
	25000WATT GENERATOR TEST				
	<u>CORRECTION:</u>				
	PERFORMED 25000W GENERATOR TEST, AND COMPLETED FORM. PASSED.				
				LABOR	410.50
11000001				SEGMENT TOTAL==>	410.50
<hr/>					
SEGMENT#12	C 95446 NA	02/02/26	03/13/26		
	TAK-4 INSPECTION				
	<u>CORRECTION:</u>				
	PERFORMED TAK-4 INSPECTION. COMPLETED INSPECTION FORM AND NOTED DEFECIENCIES.				
				LABOR	1231.50
11000001				SEGMENT TOTAL==>	1231.50
<hr/>					
SEGMENT#13	C 95446 NA	02/02/26	03/13/26		
	WHEEL OFF REAR BRAKE INSPECTION				
	<u>CORRECTION:</u>				
	RAISED AND SUPPORTED REAR AXLE. REMOVED REAR BUDD WHEELS AND DRUMS. INSPECTED SHOES AND DRUMS. SHOES ARE 50% REMAINING, WEAR IS MOSTLY EVEN. DRUMS SHOW MODERATE TO HEAVY HEAT CHECKING, OTHERWISE OKAY. SOME GREASE FROM AUTOLUBE IS LEAKING PAST THE S-CAM SEALS. REINSTALLED DRUMS AND WHEELS. REMOVED JACK STANDS.				
				LABOR	821.00
11000001				SEGMENT TOTAL==>	821.00
<hr/>					
SEGMENT#14	C 95446 NA	02/02/26	02/19/26		

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Table with columns: STK#/FLEET#, HRS, PIN/EIN, WARRANTY DATE, HRS. Includes items like ENFORCER RESCUE, ENFORCER, FRONT HUB SERVICE, CORRECTION: REMOVED FRONT HUB CAPS, AND DRAINED OIL. CLEANED SEALING SURFACES AND REINSTALLED CAPS WITH NEW GASKETS. FILLED HUBS WITH 80W90. Includes a summary row for 11000001 with PARTS 52.02, LABOR 410.50, and SEGMENT TOTAL==> 462.52.

SEGMENT#15 C 95446 NA 02/02/26 02/23/26
CHECK TRANS OIL TEMP GAUGE
CORRECTION:
NOTICED WHILE TRYING TO CHECK TRANS FLUID LEVEL ON SHIFTER THAT IT IS DISPLAYING LOW TEMP WHEN GAUGE ON DASH READS OVER 150. MINIMUM TEMP TO CHECK TRANS OIL LEVEL IS 140. DIAG, TRANS OIL TEMP GAUGE ON CLUSTER LOWEST VALUE IS 150. CONNECTED SCAN TOOL AND CHECKED TRANS TEMP READING MATCHES AMBIENT. PULLED TRUCK OUTSIDE AND WARMED TRANS TO 145 DEGREES AS SHOWN ON SCAN TOOL. CLUSTER GAUGE READS ABOUT 200 AT THIS TEMP. DETERMINED TEMP SENDER FOR GAUGE IS IN TRANS LINE TO COOLER WHERE FLUID WOULD BE EXPECTED TO BE HOTTER THAN IN THE SUMP. OPENED INCIDENT #260227-000570 FOR MORE INFO. NO RESISTANCE VALUES AVAILABLE FOR TESTING THE SENDER. INSTALLED A NEW SENSOR AND CHECKED FUNCTION.

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SEGMENT#16 C 95446 NA 02/02/26 02/19/26
EXTERIOR LIGHTS INOP BOTH SCENE, AND MID TURN MARKER
CORRECTION:
REMOVED AND REPLACED MID TURN LIGHT, AND CHECKED FUNCTION.
ORIGINAL LIGHT IS NO LONGER AVAILABLE. INSTALLED REPLACEMENT PART.
* NO PARTS WARRANTY FOUND AVAILABLE *
60115Y LIGHT, AMBER 1 N
PARTS 127.22
LABOR 205.25
SEGMENT TOTAL==> 332.47

SEGMENT#17 C 95446 NA 02/02/26 02/23/26
CRIBBING DRAWER SLIDES ARE STICKY
CORRECTION:
CLEANED AND LUBED DRAWER TRACKS. LEFT FRONT TRACK HAS A LITTLE BIT OF A CATCH STILL, BUT PULLS OUT FULLY. RIGHT FRONT TRACK WILL ONLY PULL OUT 3/4 OF THE WAY, BUT IS SMOOTH. WOULD HAVE TO REMOVE THE DRAWERS AND FRONT TRACKS FOR FURTHER INSPECTION.
LABOR 205.25
SEGMENT TOTAL==> 205.25

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22	ENFORCER	28292	4P1CE01A76A006054		
SEGMENT#18 C 95446 NA		02/02/26	02/26/26		

EXHAUST BRAKE INOP

CORRECTION:

LOOKED UP CIRCUIT DIAGRAMS FOR EXHAUST BRAKE. CONNECTED SCAN TOOL AND CHECKED FOR PROPER TRANSMISSION INPUTS AND OUTPUTS. CONNECTED TO ECM AND CHECKED FOR PROPER INPUTS AND OUTPUTS. TEST DROVE AND CANNOT FEEL ANY EFFECTIVE BRAKING. RAISED CAB, TESTED AIR VALVE. VALVE APPEARS TO BE FUNCTIONING NORMALLY. THE VALVE IS SPECIFIED TO HAVE A 3/64 ORIFICE WHICH APPEARS TO SLOW FULL ACTUATION OF THE BRAKE TO ABOUT 8 SECONDS AT IDLE. WILL TEST DRIVE AGAIN AND SEE IF BRAKING CAN BE OBSERVED AFTER 8 SECONDS. EXTARDEER BRAKING CANNOT BE FELT OR DIFFERENTIATED FROM THE PRE-SELECT DOWNSHIFT REQUESTED BY THE EXTARDEER SWITCH. NO FURTHER DIAG AT THIS TIME.

11000001	LABOR	513.12
	SEGMENT TOTAL==>	513.12

SEGMENT#19 C 95446 NA 02/02/26 02/19/26

EXHAUST LEAKS AT MANIFOLD AND FLEX PIPE

CORRECTION:

DRAINED COOLANT. REMOVED AIR FILTER ASSEMBLY AND MOUNTING BRACKET, REMOVED CAC PIPE. DISCONNECTED EXHAUST, COOLANT AND OIL LINES, AND REMOVED TURBO. REMOVED EXHAUST MANIFOLD. CLEANED SEALING SURFACES. INSTALLED NEW MANIFOLD WITH NEW HARDWARE AND TORQUED TO SPEC. REINSTALLED TURBO AND TORQUED TO SPEC. RECONNECTED OIL AND COOLANT LINES USING NEW SEALS. REINSTALLED AIR FILTER AND RELATED. REFILLED COOLING SYSTEM. REMOVED CLAMP BETWEEN TURBO DOWN PIPE AND FLEX PIPE. FOUND THE FLEX PIPE IS A LITTLE BIT DEFORMED. INSTALLED A NEW

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		Salesperson 367

SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS	
C010008	ENFORCER RESCUE	4553	P17481	07/18/07		
22	ENFORCER	28292	4P1CE01A76A006054			
CLAMP TO TRY TO GET IT TO SEAL AND IT WOULD NOT. STIFFNESS IN THE FLEX PIPE WAS ALSO CAUSING ALIGNMENT PROBLEMS AT THE EXHAUST BRAKE FLANGE. INSTALLED A GASKET AT THIS FLANGE TO GET IT TO SEAL. ORDERED A NEW SECTION OF FLEX PIPE AND CLAMPS. CUT FLEX PIPE OFF OF DOWN PIPE AND REMOVED FROM TURBO PIPE. CUT NEW FLEX PIPE AND INSTALL WITH PRE-FORMED CLAMPS. CHECKED FOR LEAKS.						
BK7333224		4	BAND CLAMP		2	N
EXH42069		4X24	FLEX EXHAU		1	N
	4X24 FLEX EXHAUST PIPE					
FRT			FREIGHT		1	
2022705			GASKET, EXHAUST,		1	
	GASKET, EXHAUST, MARMON, 4					
3755843			GASKET, TURBO		1	N
3883284			SEAL, O RING		1	N
3937478			EXH MANIFOLD		1	N
3937479			EXH Gasket		7	N
3937706			Gasket, TURB Dr		1	N
3944593			BOLTS, EXHAUST M		12	N
	BOLTS, EXHAUST MFLD., CUMMINS					
3945252			SPACERS, EXHAUST		12	N
	SPACERS, EXHAUST MFLD., CUMMINS					
3967759			EXH MANIFOLD		1	N
				PARTS		3120.87
				LABOR		2565.62
11000001				SEGMENT TOTAL==>		5686.49

SEGMENT#20 C 95446 NA 02/02/26 02/19/26
SLOP IN PTO SHAFT AT PTO SPLINES
CORRECTION:

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SERVICE INVOICE

Main service invoice table with columns: STK#/FLEET#, HRS, PIN/EIN, WARRANTY DATE, HRS, and various service descriptions and totals.

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22	ENFORCER	28292	4P1CE01A76A006054			
ENGINE OIL CLASS 2 LEAK AT TURBO						
<u>CORRECTION:</u>						
REPLACED SEALS ON OIL AND COOLANT LINES TO TURBO. REPLACED SEAL ON TURBO SPEED SENSOR. O-RING REMOVED FROM SPEED SENSOR WAS INCORRECT. O-RING INSTALLED IN INCORRECT POSITION. CHECKED FOR LEAKS.						
3627695	SEAL, O-RING			1 N		
3678786	O-Ring			2 N		
3678912	SEAL, O-RING			1 N		
3922794	ORING SEAL			1 N		
4027689	O-Ring			1 N		
				PARTS		54.44
				LABOR		307.87
11000001				SEGMENT TOTAL==>		362.31

SEGMENT#25 C 95446 NA	02/02/26 03/27/26					
RADIATOR CAP IS BAD						
<u>CORRECTION:</u>						
REPLACED RADIATOR CAP. PARTS ONLY, NO LABOR CHARGE.						
1367515	CAP,RADIATOR,13			1		
	CAP,RADIATOR,13 PSI (NOMINAL)					
				PARTS		23.48
11000001				SEGMENT TOTAL==>		23.48

SEGMENT#26 C 95446 NA	02/02/26 02/19/26					
MONITOR - POWER STEERING CLASS 1 OR 2 LEAKS						
<u>CORRECTION:</u>						
REPLACED INCORRECT PAPER GASKETS ON POWER STEERING RESERVIOR LID WITH NEW GASKETS. DEGREASED AND CLEANED RESERVOIR,						

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22	ENFORCER	28292	4P1CE01A76A006054			
LINES, AND PUMP. RAN ENGINE AND CHECKED FOR LEAKS. CONTINUE TO MONITOR P/S RETURN LINE AT RESERVOIR AND PRESSURE LINE AT PUMP.						
1457282	SEAL, POWER STE			1		
	SEAL, POWER STEERING RES. LID					
1619296	WASHER SEAL			1		
					PARTS	40.95
					LABOR	410.50
11000001					SEGMENT TOTAL==>	451.45

SEGMENT#27 C TECH NA 02/02/26
MONITOR - FUEL TANK DELAMINATION
NOTED - LIGHT TO MODERATE DELAMINATION IS PRESENT ON THE FUEL TANK. IT IS RECOMENDED TO MONITOR THIS AND CONSIDER A NEW FUEL TANK, AND STRAPS.

SEGMENT#28 C 95446 NA 02/02/26 03/16/26
REPLACE TIE ROD & TOE LINKS
CORRECTION:
REMOVED AND REPLACED TIE ROD AND TOE LINKS. HAD TO DISCONNECT POWER STEERING LINE FROM LEFT GEARBOX FOR CLEARANCE.

FRT	FREIGHT	1				
PRI	PRIORITY ORDER	1				
3303274	LINK,TOE CONTRO	2	S			
	LINK,TOE CONTROL ADJUST					
3582900	LINK,TIE CONTRO	1				
	LINK,TIE CONTROL 6 DEGREE BEND					
					PARTS	1183.99
					LABOR	923.62

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11000001				SEGMENT TOTAL==>	2107.61
<hr/>					
SEGMENT#29	C 95446 NA	02/02/26	03/27/26		
	ALIGNMENT				
	SUBLET REPAIR COMPLETED.				
	SUBLETL	SUBLET - LABOR		1	
				LABOR	.01
				SUBLET	260.00
11000001				SEGMENT TOTAL==>	260.01
<hr/>					
SEGMENT#30	C 95446 NA	02/02/26	03/20/26		
	ADJUST RIDE HEIGHT				
	<u>CORRECTION:</u>				
	ADJUSTED RIDE HEIGHT TO SPEC.				
				LABOR	205.25
11000001				SEGMENT TOTAL==>	205.25
<hr/>					
SEGMENT#31	C 95446 NA	02/02/26	03/20/26		
	ADJUST STEERING RELIEFS				
	<u>CORRECTION:</u>				
	ADJUSTED STEERING RELIEFS TO SPEC.				
				LABOR	205.25
11000001				SEGMENT TOTAL==>	205.25
<hr/>					
SEGMENT#32	C 95446 NA	02/02/26			
	REPAIR DAMAGE TO WIRES AT STARTER AND ECM				
	<u>CORRECTION:</u>				
	FOUND A NEGATIVE BATTERY CABLE DISCONNECTED FROM THE				
	NEGATIVE STARTER STUD AND RECONNECTED IT. FOUND A WIRE TO				
	THE FUEL RAIL PRESSURE SENSOR RUBBED THROUGH ON THE				

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22	ENFORCER	28292	4P1CE01A76A006054		
GOVERNOR UNLOADER LINE. COVERED THE DAMAGE WITH HEATSHRINK AND REROUTED THE AIR LINE. FOUND POSITIVE BATTERY CABLE ON STARTER RUBBED THROUGH ON POWER STEERING LINES. CLEANED AND COATED THE CABLE WITH SEALANT AND MOVED THE LINES AWAY. FOUND OEM ECM HARNESS RUBBING AGAINST POWER STEERING LINE. COVERED THE WIRE WITH SPLICE TAPE AND SPLIT LOOM, AND SECURED THE HARNESS AWAY FROM THE LINES.					
11000001				LABOR	615.75
				SEGMENT TOTAL==>	615.75

SEGMENT#33	C 95446 NA	02/02/26	03/25/26		
P/S DOORS HAVE NO CAB ALARM					
<u>CORRECTION:</u>					
WHILE PERFORMING OTHER REPAIRS, FOUND THAT THE P/S DOOR OPEN CIRCUIT TO THE MESSAGE CENTER HAS BEEN CUT AND SEALED. THIS MEANS NO MESSAGE OR ALARM WILL SOUND WHEN PASSENGER SIDE CAB OR BODY DOORS ARE OPEN BECAUSE THE MESSAGE CENTER CONTROLS THE DNMT LIGHT AND ALARM CIRCUITS. RECONNECTED THE CUT WIRE, AND FOUND THE CAUSE OF THE P/S DOOR OPEN IS THAT THE FORWARD P/SIDE COFFIN BOX DOOR SWITCH IS OFF ITS' MOUNTING LOCATION. CLEANED AND REATTACHED THE SWITCH WITH VHB TAPE. CONFIRMED THE SWITCH WORKS. CONFIRMED THE MESSAGE CENTER DISPLAYS CORRECTLY FOR P/S AND O/S CAB AND BODY DOORS. SEE OTHER SEGMENTS RELATING TO THE ALARM AND DNMT LIGHT.					
11000001				LABOR	307.87
				SEGMENT TOTAL==>	307.87

SEGMENT#34 C 95446 NA 02/02/26 03/25/26
DNMT RED LIGHT INOPERATIVE

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22	ENFORCER	28292	4P1CE01A76A006054		
<u>CORRECTION:</u>					
CHECKED VIM 1 OUTPUT TO DNMT STROBE LIGHT. REMOVED DNMT AND CHECKED POWER AND GROUND ARE GOOD. CAN HEAR STROBE TICKING, BUT NO LIGHT. FLASHTUBE BASE LOOKS BURNT. LOOKED UP AND ESTIMATED REPLACEMENT. INSTALLED NEW FLASHBULB AND TESTED. LIGHT WORKS NOW.					
80DTUBE	STROBE TUBE REF			1	
	STROBE TUBE REFLECTOR ASSY				
				PARTS	167.55
				LABOR	307.87
11000001				SEGMENT TOTAL==>	475.42

SEGMENT#35 C 95446 NA	02/02/26 03/24/26				
FRONT A/C BLOWS HOT					
<u>CORRECTION:</u>					
CONFIRMED HEATER CONTROL VALVE IS STUCK OPEN INTERNALLY. REMOVED HEATER CONTROL VALVE. INSTALLED NEW VALVE AND CHECKED FUNCTION.					
FRT	FREIGHT			1	
1318336	VALVE, WATER, H			1 N	
	VALVE, WATER, HEATER				
				PARTS	94.50
				LABOR	410.50
11000001				SEGMENT TOTAL==>	505.00

***** WORK ORDER TOTALS *****

PARTS 8114.35
LABOR 20217.07

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22	ENFORCER	28292	4P1CE01A76A006054			
				SUBLET		260.00
				SHOP SUPPLIES		300.00
				TOTAL DUE		28891.42

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