



**Welch's Fire Equipment
Sales & Service**

Welch's Fire Equipment Sales and Service

9560 W. Mallory Rd.
Bloomington, IN 47404-9364

Phone # (812) 876-1956 Fax # (812) 876-1951
E-Mail chriswelch@welchservicecenter.com
Website <http://www.welchservicecenter.com>

Invoice

Date	Invoice #
2/3/2007	449

(*)

BIR To
Indian Creek Vol. Fire Dept.

Terms	VEHICLE
Net 15	E-103

Item	Description	Qty	Rate	Serviced	Amount
Labor	<p>I was called to the fire department by Linda Hollingsworth on Feb. 3 2007 to give an estimate on the trucks:</p> <p># 104- This is a tanker they had a \$ 4900.00 bill from Carmichaels to replace a bent tie rod and fix an oil leak. The tie rod was bent and needed to be replaced. The truck has a Detroit diesel engine in it. The truck had over 300,000 miles showing on the odometer. I told Linda and the Chief it would not be worth putting that much money into the truck to fix the oil leak. There were 2 oil spots about the size of a quarter on the floor under the truck. I told them they could buy a lot of oil for \$ 4000.00. If they would check the oil every morning and after every run and add as needed. If the oil started leaking onto the exhaust then we should re-consider the options.</p> <p># 101- This is the back up engine. I was told the truck would draft fine from the passenger side of the truck and not from the driver side. One of the fire fighters said they had talked to WSP about the concern and they gave a couple of reasons why it wouldn't work. The mechanic</p>	2	65.00		130.00

Subtotal
Sales Tax (0.0%)
Total
Balance Due

(*) I called Welch on Mar. 2, 2007 and he agreed that this bill should have been sent to Linda Hollingsworth.
Patrick J. Munson



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	<p>from WSF did not give any specific details about what would cause this to happen but he said he would look into it when he came back to do the other work on the truck. After looking the truck over I knew the truck would draft from either side. I explained why it would and the firefighter kept saying it would not. At this point we set up a dump tank inside in the bay and started drafting from the left side with out any problems.. I explained why I couldn't understand why they couldn't get it to work at the fire scene when every thing worked ok at this time. WSF said several of the valves on this truck were leaking. I looked at the estimate they gave and told them I thought it was a fair price.</p> <p># 103-1 pump tested this truck in November and the truck passed the water flow test. All of the valves were leaking at the time of the pump test. I told them they would need to get the valves rebuilt and then do a vacuum test. If the truck would pass the vacuum test and the valves were rebuilt then they could say it passed the complete pump test. The track also had an electrical problem during the pump test. It would start</p>				

Subtotal
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	<p>discharging with all of the lights on. I looked at the estimate from WSP and I feel they had a fair price on rebuilding the valves and working on the electrical problem. This truck needed the fuel cell straps replaced. When I looked at it they had used 2 1/2 inch wide heavy duty ratchet straps holding the tank in place. They had the new straps there at the station and Carmichael's gave them an estimate of \$ 700.00 in labor to replace them. I told them I thought that was too high and I would recommend asking WSP if they could do the work while they were up. Normally I would have done or attempted to work on these items but my schedule would not allow this to happen in the short notice. This is something our company is working on. Within the next 60 days we should have 2 different trucks and trailers able to come on a minutes notice and do emergency repairs.</p>				

Subtotal	\$130.00
Sales Tax (0.0%)	\$0.00
Total	\$130.00
Balance Due	\$130.00