



Used Truck Association

TRADE TERMS & CONDITIONS

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Revised 10/07

ENGINE

Engine must be original engine produced in truck. If engine or ECM has been replaced, owner must identify and values will be adjusted accordingly.

Engine must operate at a minimum of 80% of the original manufacturer's rated horsepower after allowing for driveline losses and as verified by a chassis dynamometer test.

Engine must be mechanically sound and within the manufacturer's specifications with regard to oil pressure, coolant temperature and pressure, and fuel and rail pressures.

Engine must have no oil or coolant leaks and must be free from contamination.

EMC must retain mileage information and be cleared of all passwords.

Engine crankcase blow-by must not exceed:

- ◆ 12 inches of water column for Cummins
- ◆ 4 inches of water column for Caterpillar (Except ACCERT)
- ◆ 4 inches of water column for Detroit
- ◆ 4 inches of water column for Mack
- ◆ 4 inches of water column for Volvo

Air to Air must be free of damage and leaks.

The engine air compressor must not exceed the manufacturer's maximum tolerances for oil blow-by (oil blown into the air system).

Batteries, starter, alternator and other ignition system components must be in sound condition. Batteries must be original CCA rating, cases intact with no dead cells and capable of starting the truck unassisted.

Air conditioning compressor must be operational. System must be free from defect and blow cold air.

DRIVETRAIN

Clutch, transmission and front and rear axles must be road-worthy and free from defects with no visible bends, cracks or fluid leaks. The clutch and clutch brake must be in adjustment or must be replaced if it cannot be adjusted to within acceptable tolerances.

The driveline must be free of noise, vibration and excessive free-play in u-joints.

No wheel or pinion seals are to be leaking.

BRAKES

Brakes linings are to be no less than 1/2-inch visible lining on front and rear axles.

Brake drums must be free from breaks or cracks and cannot be worn in excess of an 1/8-inch groove.

TIRES

Steer: Matched original casings. Minimum 12/32-inch tread depth (measured at the lowest point).

Drive: Identically matched tread on all tires. Minimum 12/32-inch tread depth (measured at the lowest point). Recaps are acceptable for the drive tires but they must be first-time caps (multi-run casings are not allowed). Drive tires must be a block/lug type tread design.

Tires must have sound casings free of cuts, bulges or gouges.

There must be no irregular tread wear (dishing, cupping, edging, feathered, etc.).

FRAME

Frame rails, crossmembers, fifth wheel, cab mounts/supports, spring/air suspension hangers and other structural systems must be free from cracks, improper welds and defects, and excessive rust.

All pins and bushings must be free of play or within DOT published tolerances.

Frames that have been stretched, improperly repaired, welded or otherwise altered are not acceptable.

CAB / SLEEPER / BODY

Paint and/or body damage must not exceed \$250 **total** per unit including, but not limited to, the bumper, grill, fuel tanks, fairings, dents, rust damage, etc.

All decals, permits, unit numbers and other customer ID must be removed (including truck bodies) and done so in such a manner as to not damage the paint. Scratches to the paint as a result of the de-ID process will be considered paint damage as defined above.

All radio and power accessories must be intact and fully operational.

Upholstery must have no tears or open seams. Holes (burns, punctures, etc.) in fabric (padding exposed) must be repaired or replaced.

There must be no scratched, broken, chipped, or cracked glass (windshield, windows or mirrors), and no "bull's-eyes." Glass may be repaired ILO replaced if the repair is not visible to the naked eye.

Dash panels and interior trim pieces must not be missing and must be free from holes, cracks and breaks.

All instruments, gauges and control panels must be in operating condition with no missing knobs or switches and no broken glass.

All standard and optional equipment, on or in the truck chassis, must be in good working order.

All attached body equipment with hydraulic components must be in good working order and free of fluid leaks. (cylinder, fittings, etc.)

GENERAL

Glider Kits and reconstructed unit(s) must be identified on the appraisal form and will be valued accordingly.

Any unit that has been wrecked must be declared at the onset of the return process and any wreck damage is subject to reappraisal.

Units must pass DOT inspection and be able to go into service without repair.

All units will be turned in as appraised.

We reserve the right to reject any unit(s) that has/have not been repaired in accordance with acceptable standards of workmanship.

Van and truck bodies that are not the same year model as their chassis must be specifically identified.

Refrigerated units need to be identified by manufacturer, year, model and hours of usage.

Vehicles must have a minimum of thirty (30) gallons of fuel at the time they are surrendered to the designated turn-in location.

DOCUMENTS & RECORDS

Transferor (owner) must certify that to the best of their knowledge, the odometer readings on the vehicles accurately reflect the actual miles for each unit unless otherwise noted and properly documented.

Payment for the vehicles will not be made until clear titles/ownerships, free and clear of all liens and encumbrances, are received.

A current Federal Annual Inspection sticker must be on each unit at time of trade.

A current State Inspection sticker (if applicable) must be on the unit at time of trade.

DISCLAIMER

This information is compiled for reference use only. The UTA does not imply that all trucks should or will meet these terms. The UTA is not responsible for any errors, omissions or damages arising out of the use of this information.