

# TRADE TERMS & CONDITIONS

## ENGINE

- Engine must be original engine produced in truck. If the engine has been replaced, it must be disclosed and will be valued accordingly according to the truck specifications.
- Engine must operate at a minimum of 80% of the original manufacturer's rated horsepower to the ground/wheels 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. There must be no compression in the cooling system.
- Engine must have no oil or coolant leaks, and fluids must be free from contamination.
- The ECM must retain mileage information and be cleared of all passwords.
- Vehicle must not have any "active" fault codes.
- All emissions including, but not limited to, DPF (filters), SCR, EGR valves, EGR coolers, must function properly and pass industry test and inspection.
- DPF filter must not have over 60% of filter capacity utilized at time of surrender.
- All manufacturer emission equipment on 2008 and newer trucks must be intact and fully functional and be capable of regeneration at normal factory intervals.
- Truck must have a legible "Clean Idle" decal (if applicable) on vehicle at time of acquisition.
- Engine crankcase blow-by must not exceed: (\*Measured in inches of water column)

<b>Caterpillar</b>	3.9 inches*
<b>Cummins</b>	11.5 inches*
<b>Detroit</b>	3.9 inches*
<b>Mack</b>	3.9 inches*
<b>Mercedes</b>	3.9 inches*
<b>Volvo</b>	3.9 inches*
<b>PACCAR MX</b>	EPA 10 or EPA 13: Crankcase Pressure Max. 13.6 kPa [2 psi]
<b>ACERT</b>	Using Cat Flow Meter – CFH 2X Rated Horsepower (500hp = 1000 CFH max)
<b>MaxxForce-M13</b>	7.9 inches*
<b>MaxxForce-M15</b>	Using Flow Meter – CFH 2X Rated Horsepower (500hp = 1000 CFH max)
<b>N13</b>	8" H2O Max at High Idle (WOT), Fan OFF, Using ZTSE4039 Tool

- Natural gas vehicle fuel systems, fuel tanks and related components cannot be modified and must function as originally designed with up-to-date certification decals.
- 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 be capable of starting the truck unassisted.
- Air conditioning system and compressor must be operational. System must be free from defect, and blow cold air.

## TIRES

- Steer: Matched original casings. Minimum 12/32-inch tread depth (measured at the lowest point).
- Drive: Identically matched traction/lug type tread on all drive tires. Trailer tires are not allowed on any position, front or rear axles.
- 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, casings must not be over 5 years old).
- Tires must have sound casings free of cuts, bulges or gouges, and there must be no irregular tread wear (dishing, cupping, edging, feathered, etc.).

**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.

## BRAKES

- Brake linings are to be no less than 1/2 inch on front and rear axles and pass DOT standards with no cracks or surface damage.
- Brake drums must be free from breaks or cracks and cannot be worn in excess of a 1/16 inch groove.
- Disc brake pad linings must be a minimum of .45 inch thick across the entire pad and be free of cracks or surface damage.
- Disc brake rotors must be free of breaks or cracks and have a minimum thickness of 1.46 inches. Disc brake rotor lateral runout cannot exceed .02 inches.

## DRIVETRAIN

- Clutch, transmission and front and rear axles must be roadworthy 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 transmission must go into gear without grinding.
- The driveline must be free of noise, vibration and excessive free-play in U-joints.
- No wheel or pinion seals are to be leaking.

## 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 and 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 \$500 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 standard and optional equipment, such as the radio and power accessories, must be intact and fully operational. Auxiliary equipment (such as APUs and Smartstarts) must be mechanically sound and function as designed. If they have been removed, all alterations must be repaired to original equipment standards.
- Upholstery must have no tears or open seams. Holes (burns, punctures, etc.) through the 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.

## GENERAL

- Glider kits and reconstructed unit(s) must be identified on the appraisal form and will be valued accordingly.
- Any vehicle that has been involved in an accident must be declared at the onset of the return process and will be subject to reappraisal.
- Units must pass State & Federal 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.
- Vehicles must have a minimum of thirty (30) gallons of fuel and 3 gallons of DEF fluid (when equipped with SCR) at the time they are surrendered to the designated turn-in location.
- All other fluids must be at recommended levels.

## 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.
- No wheel or pinion seals are to be leaking.



## SPECIALIZED/VOCATIONAL BODIES

These trade terms are in addition to all other trade terms and apply to, but are not limited to, trucks with the following bodies:

- Roll Off Bodies
- Water Tank Bodies
- Dump Bodies
- Refrigerated Bodies
- Van Bodies
- Mixer Chassis & Mixer Bodies
- Flat Deck Bodies
- Refuse Bodies
- Refrigeration Units
- Any other specialized/vocational equipment added to the OEM Chassis/Truck

### TERMS APPLICABLE TO TRUCKS WITH SPECIALIZED/VOCATIONAL BODIES AND/OR EQUIPMENT

- Body model year must be the same or newer model year as the chassis.
- All U-bolts must be maintained and tightened as required to ensure a secure tie down to chassis frame.
- Telescopic hoists will function as originally designed and have no pitting on hydraulic cylinder surface, no oil leaks or seepage, extend fully and collapse properly in a smooth operation.
- All PTO & related hydraulic components as well as cab controls will be in good working order.
- All electronic and hydraulic controls must function as originally designed.
- Backup lights and backup warning alarm must function properly.
- All lights and wiring must be intact and in good working condition.
- Body must be de-identified and clear of markings/decals.
- No excessive body rust or paint damage in excess of \$500.

### MIXER CHASSIS & MIXER BODIES

- There will be no sheet metal damage in excess of \$500 per truck. This limit applies to mixer barrel sheet metal damage and includes water tanks, bumpers and other mixer body equipment such as hoppers, tag or bridge axles.
- Patched drums are not acceptable.
- All cement mixer components, including cylinders, chutes, hoses and fittings, hydraulic pumps, must be in place, function as originally designed, and be fully operational.
- Drum rollers will have no flat spots.
- Drum and fin wear must not exceed 60% of new specification.
- There will be no concrete buildup in the drum.
- Drum must be returned clean. Drums containing concrete/cement or any other material will not be accepted.

### ROLL OFF BODIES

- Pintle hooks and cables must be in good working condition with no excessive wear. Hinge pins & locking pins must be in proper alignment and show no excessive or irregular wear.
- Safety body prop must function and operate correctly.
- All cables and related equipment for roll off bodies must be in good working condition.
- All tarps, tarp arms & related equipment must function as originally designed. Tarp fabrics must be in good condition.
- Hinge point on roll off to truck frame, must have no excessive lateral movement in hinge mechanism.

### WATER TANK BODIES

- The water tank will be in good condition, with no stress fractures, cracks, or leaks.
- The tank frame and cross members will be free of cracks and in original condition without additional welds.
- All valves, seals, hoses and related components must be in good working condition with no leakage.
- All metering, spraying equipment and nozzles shall function as originally designed.

### FLAT DECK BODIES

- The flat deck body will be in good condition, with no stress fractures, or cracks.
- The flat deck body frame and cross members will be free of cracks and in original condition without additional welds. All rails will be straight.
- All deck flooring will be free of holes.
- Any side kits, tarps or lifts will function as originally designed, free of defects, less normal wear and tear.

### DUMP BODIES

- The dump body walls & floors will be free of crushed, warped or broken cross members and or sills.
- The dump body floor will be free of holes, major dents, wash-boarding.
- Underbody structure will be free of cracks, fatigue and in original condition without additional welds.
- Tailgate must seal and close as originally designed. Hinge pins & locking pins must be in proper alignment and show no excessive or irregular wear.
- No major cracks or welds in the tailgate ribs.
- Hinge point (dump body to truck frame) – must have no excessive lateral movement in hinge mechanism.
- Safety body prop must function and operate correctly.
- All tarps, tarp arms & related equipment must function as originally designed and be free of cracks or bends. Tarp fabrics must be in good condition.
- Side boards must be in good and usable condition.
- No oil leaks or seepage is allowed in any hydraulic component.
- Hydraulic cylinders must be free of all pitting.
- All cylinders must extend fully and collapse properly in a smooth operation.

### REFUSE BODIES

- Refuse bodies, including hopper, walls, and floors, will be free of debris. Bodies containing debris will not be accepted.
- All compaction equipment must function as originally designed.
- All automated and manual arms must function as originally designed and be in proper alignment.
- All joystick and cab electronic controls, monitors and cameras must function as originally designed.
- Hinge pins & locking pins must be in proper alignment and show no excessive or irregular wear.
- All guide tracks and guide rails must function as originally designed and show no excessive or irregular wear.
- All hopper refuse body walls and floors will have no cracks, dents or excessive weld repairs in the steel components.
- No oil leaks or seepage is allowed in any hydraulic component.
- Hydraulic cylinders must be free of pitting.
- All cylinders must extend fully and collapse properly in a smooth operation.

### VAN BODIES & REFRIGERATION BODIES

- Aluminum bodies will have no stress fractures or cracks in the aluminum skin.
- FRP or composite bodies will have no stress fractures, cracks or delamination on any panel.
- Paint or scuff damage cannot exceed \$250 per body.
- The van body frame and cross members will be free of cracks and in original condition without additional welds.
- Van body floors, panels/walls and ceilings will have no holes or any damage that exceeds \$250 per damaged location. Any repaired floor, panel/wall or ceiling must be repaired in accordance with body OEM specification. Subpar repairs will not be accepted.
- Interior & exterior lights must be operable.
- Roofs will have no leaks, panel damage, or structure damage.
- All lift gates and related hydraulic components must be in good operating condition and function as originally designed.
- Roll up doors & hinged doors must seal and close as originally designed.
- Hinge pins, locking pins & latches must be in proper alignment and show no excessive or irregular wear.
- Door seals and/or vent seals must be intact, free of tears and excessive wear.
- Hinge pins, locking pins & latches must be in proper alignment and show no excessive or irregular wear.
- No broken rollers or hinge mechanisms will be accepted.
- If equipped with a nose cone, the cone must be free of all cracks and damage.
- If equipped with a permanent or moveable bulkhead, the bulkhead must be intact and function properly.

### REFRIGERATION UNITS

- All refrigeration units must be fully intact and function as originally designed.
- No modification of the cooling unit or its emission systems without approval from the original manufacturer.
- Electronic components as well as cab controls will be in good working condition and function as originally designed.
- No fluid leaks to include refrigerant are allowed.
- Sight tube must show no imperfections and must be clear upon inspection.
- Cooling units will not have any active fault codes.
- Any unit originally delivered with a chute must have the chute intact, properly mounted and free of tears.
- Allowable refrigeration engine hours of 2,000 hours/year. \$3.50/hour penalty will be assessed for all refrigeration engine hours above 2,000/year.