



# Trade Terms & Conditions

Revised 11/4/2010

## ENGINE

Engine must be original engine produced in truck.

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. There must be no compression in the cooling system.

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

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

All emissions, including but not limited to, Diesel Particulate Filters, EGR valves, EGR coolers, must function properly and pass industry test and inspection.

When equipped, all 2008 and newer trucks must have a fully functional particulate filter capable of regeneration at normal factory internals.

Engine crankcase blow-by must not exceed: (Measured in inches of water column)

- ◆ Caterpillar . . . . . 4 inches (Except ACCERT)
- ◆ Cummins . . . . . 11.5 inches
- ◆ Detroit . . . . . 4 inches
- ◆ IHC MaxxForce. . . . . 4.9 inches
- ◆ Mack. . . . . 4 inches
- ◆ Mercedes . . . . . 4 inches
- ◆ Volvo . . . . . 4 inches

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 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 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 on front and rear axles and pass DOT standards.

Brake drums must be free from breaks or cracks and cannot be worn in excess of a 1/16 inch groove.

## TIRES

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

Drive: Identically matched block/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 7 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.).

## 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 \$250.00 **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 APU's 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.

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 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.

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.