

TRADE CONDITION GUIDELINES

Used Truck Trade Terms & Conditions



WORKING WITH YOU EVERY STEP OF THE WAY.

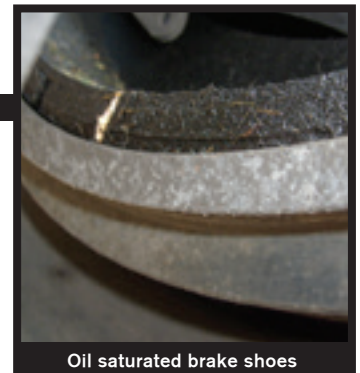
At Mack, we're committed to working with you to make the trade-in process as easy as possible. We understand that each case needs to be reviewed individually. This brochure is designed as a tool to help you understand what the expectations are for your trade.

USED TRUCK TRADE TERMS & CONDITIONS:

At the time a vehicle is turned in, it must be capable of passing any applicable state and federal safety and emissions inspections. It must also meet or exceed the following Trade Terms and Conditions. These requirements have been carefully defined to establish the operating condition of a used truck, as agreed to by both the seller and the buyer. These terms and conditions are generally industry standards and virtually mirror those published by the Used Truck Association of the United States.

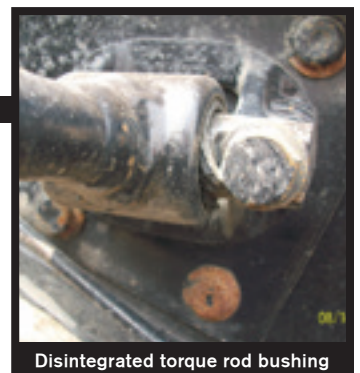
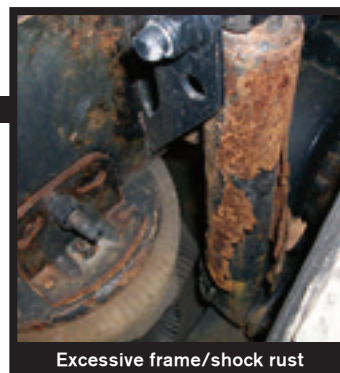
BRAKES

- Brake shoe linings are to be no less than 5/8 inch on rear axles and 1/2 inch on steer axle and must be free of cracks, separations or oil saturation.
- Brake drums must be free from breaks or cracks and drum wear cannot exceed .120" and/or exceed the maximum wear diameter as cast or stamped in the respective drum and verified with a brake drum micrometer.
- Disc brake pad linings are to be no less than .45" thick across the entire pad and must be free from major pad surface damage.
- Disc brake rotors must be free from breaks or cracks and the minimum thickness must exceed 1.46".
- Disc brake rotor lateral runout cannot exceed .02".



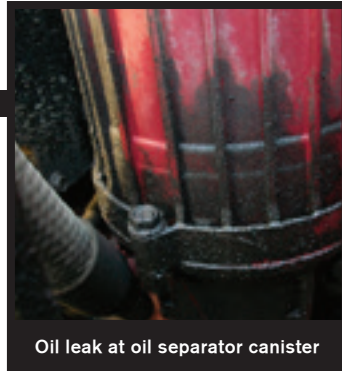
FRAME

- 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/or within DOT published tolerances.
- Frames that have been stretched, improperly repaired, welded or otherwise altered are not acceptable.

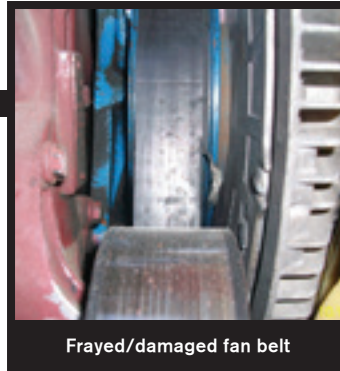


ENGINE

- Engine must be original factory installed engine. If engine has been replaced, owner must identify as such and valuations may be amended based on engine age, mileage, and other factors.
- 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 be void of any oil, fuel or coolant leaks and respective systems must be free from contamination.
- Engine must retain mileage information and be cleared of all passwords.
- Engine crankcase blowby must not exceed:
 - 12 inches of water column for Cummins.
 - 7.9 inches of water column for Caterpillar ACERT.
 - 4 inches of water column for Detroit.
 - 4 inches of water column for Mercedes.
 - 4 inches of water column for Mack.
 - 4 inches of water column for Volvo.
 - 7.9 inches of water column for Int'l MaxxForce.



Oil leak at oil separator canister



Frayed/damaged fan belt



Oil leak at oil pan

- All emission / exhaust aftertreatment system components including, but not limited to, the DPF, DEF and SCR must be fully functional and capable of passing all system checks as published by the respective manufacturer. The diesel particulate filter must be maintained and serviced at standard intervals according to the manufacturers published guidelines and the truck must be capable of performing a successful parked / stationary regeneration. All emission control devices must be fully intact and void of alterations or tampering.
- The engine air compressor must meet the respective manufacturer's performance specifications and 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 and capable of holding a charge and starting the truck unassisted. Battery cases must be intact with no dead cells.
- Air conditioning compressor must be operational. System must be free from defect and blow cold air.

DRIVETRAIN

- Clutch, transmission, front and rear axles and all associated components (transmission cooler, etc.) must be roadworthy and free from defects with no visible bends, cracks or fluid leaks.
- The clutch 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 play in shafts, yokes and u-joints as defined by the manufacturer.
- No wheel or pinion seals are to be leaking.



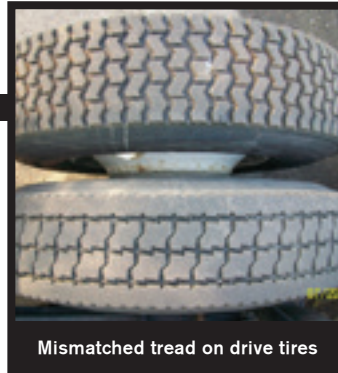
Missing lug nut



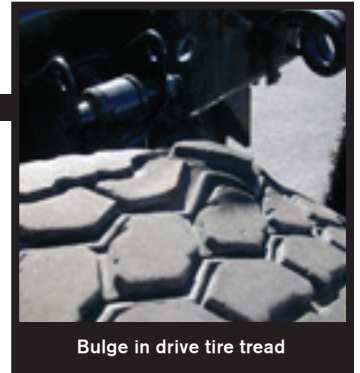
Wear tab indicates clutch replacement necessary

TIRES

- **Steer:** Matched original casings. Minimum 10/32-inch tread depth (measured at the lowest point). Any tire in a steer axle position must be designated in writing by the tire manufacturer as designed and/or approved for steer axle long haul use.
- **Drive:** Identically matched tread on all tires. Minimum 10/32-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) and must comply with the "Industry Recommended Practices for Tire Retreading and Tire Repairing" as defined by the Tire Retread & Repair Information Bureau (TRIB). Casings cannot exceed 5 years old. Drive tires must be a block/lug type tread design.



Mismatched tread on drive tires

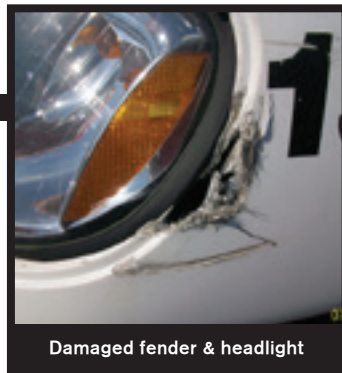


Bulge in drive tire tread

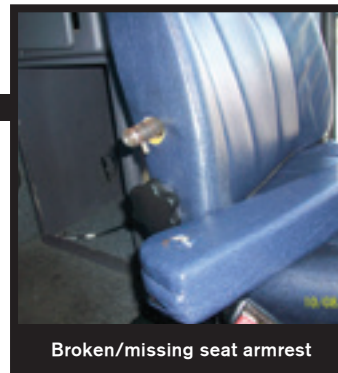
- **Wide Base:** For any trucks approved by VTNA to be surrendered with wide base drive tires, the tires must be virgin rubber (no recaps) with a minimum of 12/32-inch tread depth (measured at the lowest point).
- Tires must have sound casings; free of cuts, bulges or gouges. There must be no irregular tread wear (dishing, cupping, edging, feathering, etc.).

CAB/SLEEPER /BODY

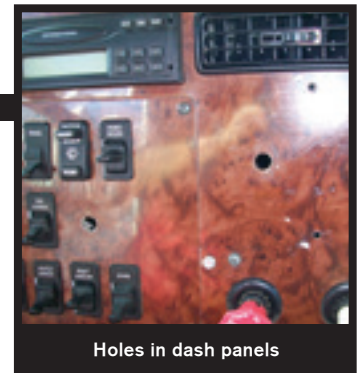
- Paint and/or body damage must not exceed \$250.00 total per unit including, but not limited to, the bumper, grill, fuel tanks, fairings, body dents, rust damage, etc.
- All decals, permits, unit numbers and other customer ID must be removed (including truck bodies) and done so in such a manner as to not damage the paint. Scratches to the paint as a result of the de-ID process will be considered paint damage as defined above.
- There must be no scratched, broken, chipped, or cracked glass (windshield, windows or mirrors), and no "bulls-eyes". Glass may be repaired ILO replaced if the repair is not visible to the naked eye.
- Upholstery must have no tears or open seams. Holes (burns, punctures, etc.) through the fabric (padding exposed) must be repaired or replaced.
- Dash panels and interior trim pieces must not be missing and must be free from holes, cracks and breaks.



Damaged fender & headlight



Broken/missing seat armrest



Holes in dash panels

- All instruments, gauges and control panels must be in operating condition with no missing knobs or switches and no broken glass.
- All radio and power accessories must be intact and fully operational.
- All standard and optional equipment (APU, remote start, etc.) on or in the truck chassis, must be mechanically sound and function as designed. If they have been removed, all alterations must be repaired to original equipment standards.
- 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/or reconstructed unit(s) must be identified on the appraisal form and will be valued accordingly.
- Any unit that has been involved in an accident in which the damage has impacted the vehicles value, must be declared at the beginning of the return process. Mack Trucks, Inc. will review inspection data and vehicle history reports (CARFAX, RigDig, etc...), as available, to help determine the extent of the impact. Mack reserves the right to amend the quoted value on impacted vehicles based on information obtained from the vehicle history reports. Furthermore, we reserve the right to reject any unit(s) that has/have not been repaired in accordance with acceptable standards of workmanship.
- Units must pass federal DOT inspection and be able to go into service without repair.
- All units will be turned in as appraised.
- Van and truck bodies that are not the same year model as their chassis must be specifically identified on the appraisal form at the onset of the return process.
- Refrigerated units need to be identified by year, manufacturer, model and hours of usage.

FUEL

Vehicles must have a minimum of forty (40) gallons of fuel at the time they are surrendered to the designated turn-in location.

ODOMETER AND ECM DISCLOSURE

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

DOCUMENTS AND RECORDS

- Payment for the vehicles will not be made until clear titles/ownerships (free and clear of all liens and encumbrances) are received.
- As it pertains to U.S. operated vehicles, a copy of the Federal Highway Use Tax (FHUT) Form 2290 with proof of payment for the current year, must accompany the titles before payment will be made.
- 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.