| RTR Services Inc. HEAVY TRUCK | | | | | | | | | | AC | COL | JNT N | 240 |) | | | | | |
|---|--|--------------|----------|-------------|-------------------|-------------|---|---|-------|----------------------|------|-------|------------|-------------------|----------------|-----------------|-------|---------------------|-----------|
| CONDITION REPORT | | | | | | | | | | ACCOUNT NAME: | | | | | | | | | |
| YEAR: 2017 | | 2017 | | MI | LES | 583,805 | 5 | | | VIN#: | 3A | KJGED | V1HSHT9 | 682 | T | | | | |
| MAKE: | | Freightliner | | GV | GVW: 52,00 | | LICENSE: | | | | | ST: | | TAGS: | MON | н | ١ | /R: | |
| MODEL: | | Cascadia | Cascadia | | IEELE | BASE: | 182 | | С | COLOR: EXTERIOR: Red | | | INTER | INTERIOR: Gry/Brn | | | | | |
| Eľ | NGINE: | DD13 12.8L | | HP | 450 | 0 B | ODY TY | PE: | Dayc | ab | | KEYS: | IGNITIO | N: 🛛 YES | | • DOC | DR: 🖂 |] YES [|] NO |
| TRANS: Automatic | | | FU | EL: 🗌 |] GAS 🛛 | DIESE | ESEL ANTIFREEZE TESTED: 🗌 YES 🖾 NO 🛛 🛛 🛛 | | | | | | | RATI | RATING: | | | | |
| DOES MOTOR RUN? X YES | | | | | | С | | N IT BE DRIVEN? XYES DO COLLISION DAM. PHYSICAL APPEARANCE | | | | | | | MAGE? | AGE? YES NO | | | |
| | | | | ED | | NI/A | _ | | | PEAR | ANCE | | | | | | | NC | |
| BODY | FRONT | GD | FR | PR | N/A | | MMENTS ide Bracket Broken, D/S Scraped | | | | | | | PWR | OPTIO STEEI | - | | | |
| | HEAD LIGHTS HOOD TURN SIGNALS GRILL D FRONT FENDER | | | | | | | | | | | | | | BR | AKES | _ | | |
| | | | | \boxtimes | | | - | | | | | | | | | | | | |
| | | | | \boxtimes | | | Has C | rack in | it | | | | | | | PWRI | | S | |
| | | | | \boxtimes | | | | | | | | | | | | PWR \ | | | |
| | D DOOR D SLEEPER | | | \square | | | - | | | | | | | | \square | PWR S | | | |
| | REAR BUMPER | | | | H | | | | | | | | | | | | | TIONER | 2 |
| | TAIL LIGHTS | | | \boxtimes | | | | | | | | | | | \square | | | EAT D/F | |
| | REAR PANEL P FRONT FENDER | | | \boxtimes | | | | | | | | | | | \square | | | USPEN: NHEEL | |
| | P FRONT DOOR | | | \boxtimes | | | | | | | | | | | | | | WHEE | |
| | P SLEEPER | | | | | \boxtimes | | | | | | | | | \square | AM FN | | | _ |
| | TOP D FRONT | | | | | | 30.9/ | 11R22. | 5 917 | ·C. | | | | | \square | TAPE SLEEI | | CB? C | <u>D_</u> |
| TIRES | D REAR A1 (S/D?) | | | | \boxtimes | | | 445/50 | | | | | | | \square | | | AL PIGT | AIL |
| | D REAR A2 (S/D?) | | | | \boxtimes | | | 445/50 | | | | | | | \square | GLAD | | DS | |
| | P FRONT P REAR A1 (S/D?) | | | | \boxtimes | | | 11R22. 445/50 | | | | | | | FU | | - | CAL 40 | 0 |
| | P REAR A2 (S/D?) | | | | \boxtimes | | | 445/50 | | | | | | | | | | GAL <u>10</u> AL | <u>u_</u> |
| | SPARE | | | | | \boxtimes | | % | | IZE: | | | | | | MUD F | | | _ |
| S | WINDSHIELD D FRONT DOOR | | | \boxtimes | | | | | | | | | | | WH | EELS | | | |
| LAS: | REAR WINDOW | | | \boxtimes | | | | | | | | | | | _ | | | | |
| ් P FRO | | RONT DOOR | | | | | | | | | | | | | | | | | |
| | MIRRORS DASH | | | | | | | | | | | | | | | | | 2/02 6 | |
| R | DOOR PANELS | | | \boxtimes | | | P/S Back Torn | | | | | | SUSPENSION | | | | | | |
| ERIOR | SEAT(S) | | | \boxtimes | | | ., | | | | | | | | | | र | | |
| INTE | | | | | | | | | | | | | | | | | | | |
| ≤ | HEADLINER SLEEPER | | | \square | | | | | | | | | | | | ☐ PA TAND | | XLE | |
| MECHANICAL | | | GD | FR | PR | UKN | N/A | COM | MENT | 'S: | | | | | \square | ENGI | NE BR | AKE | |
| | ENGINE TRANSMISSION CLUTCH | | | \boxtimes | | | | | | | | | | | | TOOL | | | |
| | | | | | | | \square | | | | | | | | | LIFT/T WET P | | ALE | |
| | DIFFERENTIALS | | | \boxtimes | | | | | | | | | | | | | | | |
| | BRAKES | | | \boxtimes | | | | | | | | | | | | | | | |
| | FRONT END REAR END | | | \boxtimes | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| COMMENTS: Low fuel, mudflap brackets bent, no mudflaps. | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | 5/1 | 3/202 | 24 | | | | | | | | | | |

EMPLOYEE'S FULL NAME (PLEASE PRINT) DATE EMPLOYEE'S SIGNATURE By signature above I do hereby certify all information contained within this report to be true and accurate to the best of my knowledge at present.

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