| RTR Services Inc. | | | | | | | | | RTR #: 4023383 | | | | | 383 | 3 | | | |
|--|--|-------------------------|----------------|---------------|----------------------------|-------------|--------------|--------------------------------|-----------------------------------|---------|----------------|---------|-------------------------|----------------------|--------------------------------------|-------|--------------------|--|
| BOX TRUCK CONDITION REPORT | | | | | | | | ACCOUNT NUMBER: ACCOUNT NAME: | | | | | | | | | | |
| YEAR: | | 2023 | <u> </u> | MILES | | 77,841 | | , | | | FVACWFB | | 30 | | | | | |
| MAKE: | | Freightliner | | GV | GVW : 26,00 | | ВО | X HEIGHT | 13' | | BOX LEN | GTH 26 | ' | BOX \ | WIDTH | 102 | " | |
| MODEL: | | M2 | | WH | WHEELBASE: | | 271" | | COLOR: EXTERIO | | XTERIOR: | : White | | INTERIOR: | | G | ray | |
| ENGINE: | | DD5 5.1L | | HP 200 | | 0 | | | KEYS: IGNITION: ⊠ YES ☐ NO • DOOI | | | DOOR: | ∷ ⊠ YES □ NO | | | | | |
| TRANS: A | | Allison Automatic | | FUI | EL: [| GAS 🛛 DIESI | | L AN | ITIFREEZE TESTED: ☐ YES ⊠ NO | | 0 | RATI | NG: | | | | | |
| DOES MOTOR RUN? 🛛 YES 🔲 NO CAN IT BE DRIVEN? 🖂 YES 🖂 NO COLLISION DAMAGE | | | | | | | | | | | MAGE? | □ YE | ES | ⊠ NO | | | | |
| | | | | | | | | PHYSICA | L APPEA | RAN | ICE | | | | | | | |
| | FRONT | GD | <u>FR</u> ⊠ | PR | N/A | COM | MENTS | | | | | | OPTIONS PWR STEERING | | | | | |
| | HEAD LIGHTS HOOD TURN SIGNALS | | | \boxtimes | $\boxtimes \mid \Box \mid$ | | | | | | | | | AKES | | | | |
| | | | | \boxtimes | | | | | | | | | | | ☐ AIR ☐ HYD | | | |
| | GRILL | | | \boxtimes | | | | | | | | | | \dashv | PWR L | | 3 | |
| > | D FRONT FENDER | | | \boxtimes | | | | | | | | | | | PWR V | | _ | |
| BODY | D DOOR D BOX | | | \boxtimes | | | | | | | | | | $\exists \exists$ | PWR S | - | | |
| | REAR BUMPER | | | \boxtimes | | | | | | | | | | | | | IONER | |
| | | | | \boxtimes | | | | | | | | | | | | | AT D/P JSPENSIO | <u>. </u> |
| | P FRONT FENDER | | | | H | | | | | | | | | $-\mid \square \mid$ | AM FM | | | IN |
| | P FRONT DOOR | | | \boxtimes | | | | | | | | | | | TAPE / | | | _ |
| | P BOX TOP | | | \boxtimes | | | Scrate | ches | | | | | | $ \square$ | SLEEP | | IZE? ENT ROOF | - |
| TIRES | D FRONT | | | \boxtimes | | | | 11R 22.5 | | | | | | | E-TRA | CK LI | NING | |
| | D REAR A1 (S/D?) D REAR A2 (S/D?) | | | | | | 50 % | 11R 22.5 | SIZE: ZE: | | | | | | BOX D | _ | LIGHT | |
| | P FRONT | | | \boxtimes | | | | 11R 22.5 | | | | | | | EL TANK | | | |
| | P REAR A1 (S/D?) | | | \boxtimes | | | | 11R 22.5 | | | | | | | | | GAL <u>80</u> | |
| | P REAR A2 (S/D?) SPARE | | | | | \boxtimes | <u>%</u> | | ZE: ZE: | | | | | \dashv | ∐ DU/ | | L | |
| -10 | WINDSHIELD D FRONT DOOR REAR WINDOW P FRONT DOOR MIRRORS DASH | | | | | | Chip | | | | | | | WHEELS | | | | |
| GLASS | | | | \boxtimes | | | | | | | | | | | ☐ ALU | | JM | |
| GL | | | | \boxtimes | | | | | | | | | □ BUD | | | | | |
| | | | | \boxtimes | | | | | | | | | | \dashv_{\bowtie} | SPC | | /D2 S | |
| ~ | DOOR PANELS SEAT(S) FLOORING HEADLINER SLEEPER | | | \boxtimes | | | | | | | | | | | ☑ EXHAUST S/D? <u>S</u> USPENSION | | | |
| RIOR | | | | \boxtimes | | | | | | | | | | | ☐ AIR | | | |
| INTERI | | | | \boxtimes | | | | | | | | | | | ⊠ SPF | | | |
| = | | | | | | \boxtimes | | | | | | | | | TANDE | | | |
| | вох | | GD | FR | PR | UKN | N/A | COMME | NTS: | | | | | $\dashv \vdash$ | ENGIN TOOL | | AKE | |
| | ENGIN | | | \boxtimes | | | | | | | | | | | LIFT/T | | KLE | |
| MECHANICAL | | TRANSMISSION | | | | | | | | | | | | $-\mid \square \mid$ | RAMP LIFT G | ΔTF | | |
| | CLUTCH DIFFERENTIALS | | | | | | | | | | | | | | L 1 O | A1L | | |
| | BRAKES | | | | | | | | | | | | | | | | | |
| | FRONT END | | | \boxtimes | | | | | | | | | | \exists | | | | |
| | BATTERY/ELECTR | | | Ø | | | | | | | | | | | | | | |
| REFRIGERATION | | | | | | | | | | | | | | | | | | |
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| | 02/16/2024 | | | | | | | | | | | | | | | | | |
| | - | EMPLOYEE'S FUL By si | | | | | nformation c | DATE ontained withi | n this report to | o be ti | rue and accura | | PLOYEE'S of my knowl | | | | | |