



Condition Rating Interpretation

Purpose:

This is a guide to assist in properly interpreting and applying the condition rating guide while assessing a unit involved in a loss.

What You Need to Know:

When assessing condition, it is important to be mindful of the age and type of that unit to properly apply these guidelines. These guidelines are open to interpretation depending on the current situation at hand and do not have to always be applied literally.

Something to always consider when applying these condition ratings is the age of the loss vehicle. As commercial vehicles age, they are expected to pick up dings and dents along the way. These are commercial work trucks/trailers that are going to experience high usage over the course of their life and it is not expected for them to maintain a “perfect” appearance to them. For example, older vehicles (11+ years) are expected to be showing signs of wear and tear. Average condition for an older vehicle is going to include visible light rust, dents, dings, chipping/faded paint. Mechanically, the vehicle has been maintained over the years to continue running but has no major refurbishment work done to it. Newer vehicles (current year to 2 years old) are going to be extremely clean condition vehicles; mechanically they should be near perfect. The overwhelming majority of vehicles on the market at this age (current year to 2 years old) are all going to be in a similar condition. This makes them average condition for their age.

Another important factor to consider is the type of vehicle the loss is. Dump trucks/trailers, garbage trucks, and other heavy duty body trucks/equipment/trailers are going to experience much more wear and tear over the course of their life. Therefore, an average condition heavy duty (dump) truck/trailer would be expected to be showing more signs of use in the open market in comparison to something like an over-the-road tractor or dry van trailer.

If at any point you are unsure of what condition rating to use for the situation at hand or are questioning the condition ratings of representative vehicles on the ACV report, please reach out to VVSi to discuss what to use or why certain condition ratings were applied to the comparable vehicles used.



Condition Ratings

1 = Excellent, 2 = Above Average, 3 = Average, 4 = Below Average, 5 = Poor

Condition 1 – Excellent:

***Typically reserved for brand new or refurbished units only.**

Exterior: No dings, dents or visible scratches and paint has a 'like new' shine.
Interior: No visible wear to the seats, dash, door panels, headliner and carpet.
Tires: Wear remaining must be 90% or better.
Mechanical: Engine – No knocking, pinging or leaks, actual engine has a "like new" appearance.
Transmission – Smooth shifting, no leaks.
Cooling Unit (Trailer) – Like new appearance. No leaks, knocking, pinging.
Hydraulics (Trailer) – Like new appearance. No leaks, operates smoothly.

Condition 2 – Above Average:

Exterior: May have some dings if examined up close but not able to spot from a short distance. No dents or visible scratches and paint if professionally waxed and buffed would have a 'like new' appearance.
Interior: Minor wear may be detected in driver area but overall seats, dash, door panels, headliner and carpet have little visible wear.
Tires: Wear remaining must be 70% or better.
Mechanical: Engine – No out of the ordinary noise, no leaks, and with a professional cleaning, the compartment would have a "like new" appearance.
Transmission – Smooth shifting, no leaks.
Cooling Unit (Trailer) – Better than average appearance for age, light usage for age, meticulously maintained/regularly serviced.
Hydraulics (Trailer) – With cleaning would appear like new, no leaks, operates smoothly. No dings/rust. Meticulously maintained/regularly serviced.

Condition 3 – Average:

Exterior: Has some visible dings, minor dents and/or scratches, glass may have a scratch but not a crack, and paint shows normal oxidation.
Interior: Driver area show worn seat, carpet and dash have a faded appearance. Overall interior shows normal wear.
Tires: Wear remaining must be 40% or better.
Mechanical: Engine – minor mechanical noises, some minor leakage and compartment is dirty.
Transmission – minor leakage.
Cooling Unit (Trailer) – Appears with appropriate usage for age. Some dings, minor leakage for age, minor mechanical noises. No refurbishments/rebuild work. Fully functioning "as is" condition for age.
Hydraulics (Trailer) – Appears with appropriate usage for age. Minor leakage. No refurbishments/rebuild work. Fully functioning "as is" condition for age.

Condition 4 – Below Average:

Exterior: Visible dings, minor dents, 1-2 major dents and/or scratches, glass has scratches and may be cracked, paint is faded and chipped. Surface rust may be showing.
Interior: Overall, seats, carpet and dash is worn, dirty, cracked, scratched and faded.
Tires: Wear remaining must be 25% or better.
Mechanical: Engine – Knocking and pinging is present, leakage from fluids, and compartment is extremely dirty.
Transmission – work would need to be done in order to have close to a smooth shift. Leakage is present.
Cooling Unit (Trailer) – Dirty with leakage present, appears neglected but functional, likely needs repairs soon. Missing panels.
Hydraulics (Trailer) – Dirty with leakage present, appears neglected but functional, may not function smoothly. In need of repairs soon.

Condition 5 – Poor:

Exterior: Several dings, major dents and/or scratches, glass scratched or cracked, paint – obvious repair and/or complete paint job is needed. Rust is present.
Interior: Seats, carpet and dash are damaged and extremely dirty.
Tires: Need to be replaced, hardly any wear remaining.
Mechanical: Engine – In need of major repair and/or replacement.
Transmission – Needs major repair and/or replacement.
Cooling Unit (Trailer) – Needs major repair and/or replacement. Not running/cooling.
Hydraulics (Trailer) – Needs major repair and/or replacement.