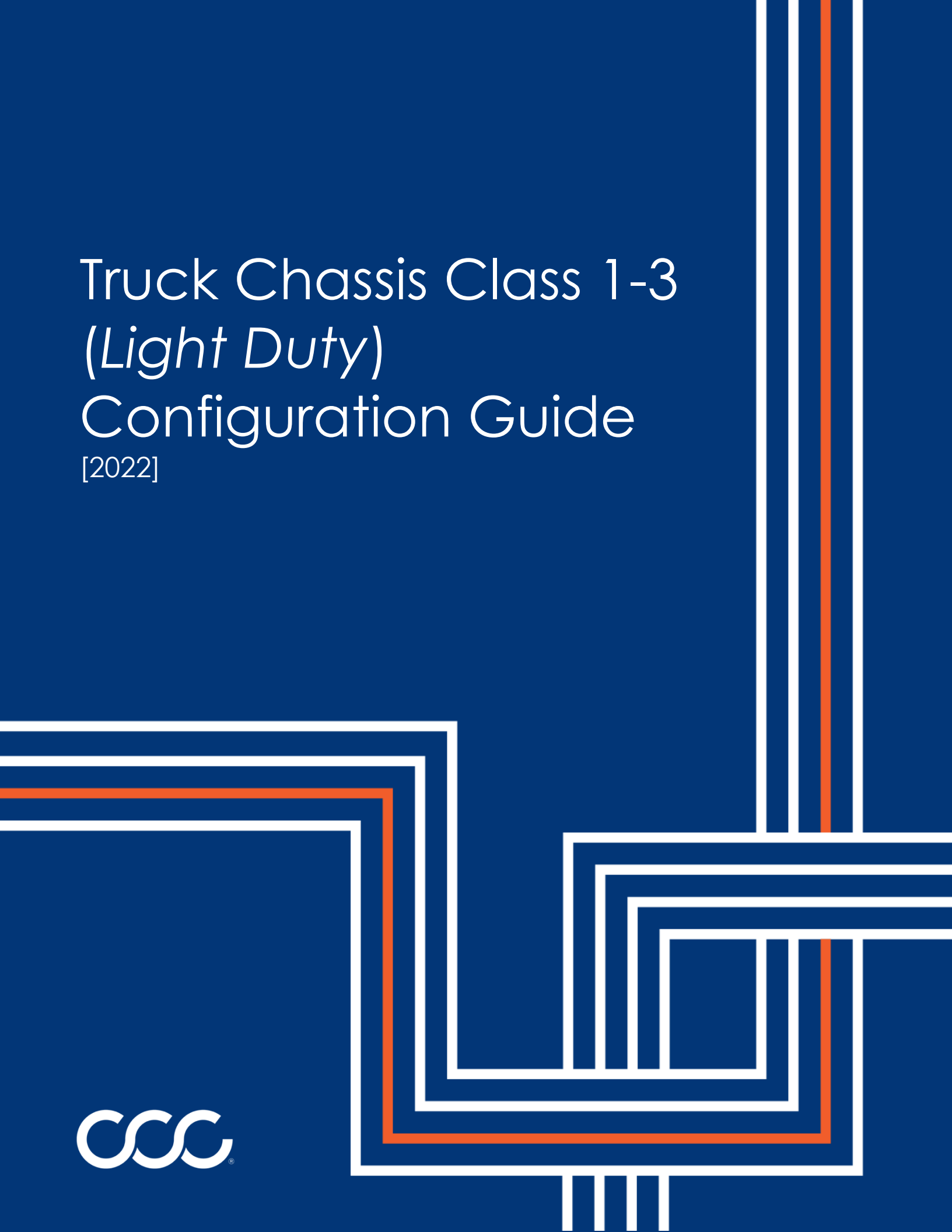


Truck Chassis Class 1-3
(Light Duty)
Configuration Guide
[2022]



The Essential Questions

Information needed on Class 1-3 Trucks

- What is the **year, make** and **model** of the truck?
- What kind of **transmission** does the truck have (automatic or manual)?
- Does it have a gas or diesel engine?
- If the truck has a **body**, what is the type/length/capacity/construction?
 - See Truck Body Configuration Guide

Class 1 - 3 Trucks

Class 1 – A Class 1 truck will usually have a gross vehicle rating of 6,000 pounds or less. Typically, this truck class will have a front axle rating of 2,500 pounds and a rear axle rating of 3,500 pounds.

Class 2 – A Class 2 truck will usually have a gross vehicle rating between 6,001 to 10,000 pounds. Typically, this truck class will have a front axle rating of 3,000 pounds and a rear axle rating of 4,000 pounds.

Class 3 – A Class 3 truck will usually have a gross vehicle rating between 10,001 to 14,000 pounds. Typically, this truck class will have a front axle rating of 4,000 pounds and a rear axle rating of 6,000 pounds.

Please note:

- Nearly all truck classes can also be purchased from the factory as cab & chassis trucks and have truck bodies added. Review this guide in conjunction with the Truck Bodies configuration guides.
- Review the full configuration guide for additional items that may enhance the overall value of the loss.
- Configuration changes to existing valuations may result in a new valuation.

Common Commercial Trucks

A Commercial Van - is complete vehicle with seats for the driver and 1 or 2 passengers. It typically does not have seating in the rear of the vehicle. The commercial van will usually have additional options such as bulkhead, ladder rack, shelves, bins, or industrial equipment in the back part of the vehicle. A Standard cargo van is a vehicle without the commercial elements included.

Commercial Van



Cargo Van



Cutaway Van - A van chassis and typically has a truck body attached. They can have the same options as listed above on the truck chassis. The most common body types mounted on a cutaway van chassis are cargo, ambulance, utility, and shuttle bus bodies.

Ambulettes - Commercial vehicles that transport wheelchair-bound persons with the ability to transport several wheelchairs at once. They most likely will be equipped with a wheelchair lift on the side or rear of the vehicle. Because the lift location may change vehicle value, please indicate the lift location. Typically, an ambulette will have a raised roof, rubber flooring, and jump seats. Jump-seats are narrower seats that can be folded up and out of the way when needed. Ambulettes can have many different floor plans. Please provide CCC the number of wheelchairs the van carries and how many non-wheelchair passengers.

Shuttle Vans and School Transport Vans - typically have several rows of bench-style seating. They may have any of the following: a rear luggage area, side entry steps, an aisle, seat belts and a raised roof. Please indicate the number of passengers and features for these types of vehicles.

Hy Rail Conversion - A conversion allows the vehicle to travel both on and off railroad tracks. This type of conversion is found on pick-up trucks. The rail wheels are typically flanged steel wheels that can rise and lower as needed. Please provide CCC with the make of the conversion for this type of truck.

Refrigerated Van – A van with a solid bulkhead, insulation and a reefer unit. The reefer units year, make, model and hours are needed for these vehicles.

Lunch trucks – Trucks with sides flip up to create awnings and allow access to the products being sold. Additional information requested for lunch trucks includes the year, make and model of the body, concession equipment included (Grill, Fridge, Fryer, Freezer, etc.), and a slide in or a mounted lunch truck body.

Carpet Cleaning Van/Truck – Trucks with additional equipment for specialized cleaning services. Additional information requested for these vehicles would be the year, make, model of the equipment and build sheet information if available.

Common Options and Equipment

Aluminum/Alloy Wheels – Wheel is made of aluminum/alloy. No removable components except for lugs and/or the center cap.

Chrome Wheels – A premium wheel with chrome plating. Chrome can be highly reflective and has a mirror finish.

Clad Wheels – A wheel made of aluminum/alloy or steel with a plastic cover permanently attached.

Styled Steel Wheels – A styled wheel with little trim. Often a standard wheel on base level trucks. Typically, these wheels are painted white, grey or black and includes wheels with attached appearance covers.

Dual Rear Wheels – Two rear wheels located on each side of axle that allows for greater payload. Look for trucks with a total of four rear wheels and only one axle.



Headache Rack – This is generally either a piece of steel or aluminum that sits behind the cab and protects the cab occupants from being hit by the load in the truck bed. It is attached to the cab of the truck. A headboard is attached to the truck body.

Toolbox – A box affixed to the pickup bed of the vehicle that is used to store tools. Look for an attached box in rear of bed. Box could be located at the front or sides of the truck bed.

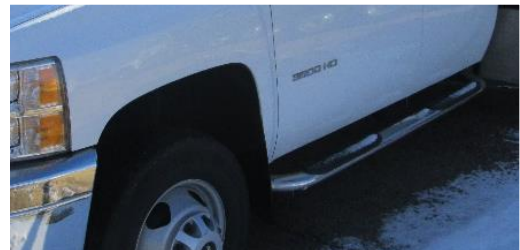
Grill Guards – A metal device designed to offer protection to the front grill of the vehicle. Look for metal cross guards in front of grille. The grill extends slightly in front of the vehicle's grill/lights to prevent impact.



Ladder Rack can be attached to a standard pick-up to carry ladders or long pipes. It is typically not easily removable.



Running Boards/Side Steps - A railing or step located on the underside of a Pickup/Van/UTV's door that assists with ease of entry into the vehicle. Note: If powered, refer to power-retractable running boards.



Commercial Topper - A removable topper placed on the bed of a pickup. A commercial topper opens on the side and can contain shelves and or bins to hold the various tools, equipment, and parts needed. Please provide CCC the year and make of the commercial topper whenever possible.

Light Bar - A commercial truck may be equipped with a light bar. This is usually attached at the top of the truck cab, either near the front or rear of the cab. Please provide CCC with pricing to have this included in the value.



Trailer Package - A frame or bumper-mounted receiver hitch with integrated wiring. Trailer hitch and/or wiring may be either OEM or aftermarket. Note: This option requires the Trailer Hitch option.

Additional types of Trailer Hitches

Standard Ball Hitch - A hitch with a ball; a trailer coupling goes over the ball to pull the trailer.

Bull Dog Hitch - Like the standard ball hitch but more heavy-duty and will sometimes contain a secondary latching system.

Pintle Hitch - A hitch looks like a claw that grabs or hooks onto a loop on the trailer or camper.

5th Wheel Hitch - A plate and hitch located in the back of a pickup. It resembles the 5th wheel hitch on class 8 tractor trucks.

Gooseneck Hitch - is typically mounted in the back of the pickup bed.



Bulkhead with door - Bulkheads can be configured with a door, a screen, a window or be solid.



Shelves and bins – These can come in various configurations depending on the purpose of the vehicle.



Tire Tread

Tire Tread Remaining Chart

6/32 = 50%

7/32 = 60%

8/32 = 70%

9/32 = 80%

10/32 = 90%

11/32 = 100%

This chart represents the typical percentage of wear remaining based on these measurements.

Note: This is not an all-inclusive list. Please include any pictures, pricing information or build sheets when available.