

Exhibit C
TURN IN STANDARDS

1. Structural Wear

- a) Minor dents and scratches will be accepted as long as the Trailer remains structurally sound and wind/watertight.
- b) Trailer shall be original length, height, and width.
- c) Trailer shall have intact/legible VIN plate.
- d) Trailer must be free of any damage that may reduce the rental or resale value.

2. Repair Guidelines

A. Roof

- 1) Roof patches are allowed, but must not exceed a maximum of 36 square feet.
- 2) The roof must be sectioned or replaced, if patch is greater than 36 square feet.
- 3) A maximum of eight patches per roof is allowed.
- 4) Roof sections are allowed, but must not exceed 50% of the roof.
- 5) All sections must be from the front or rear of the trailer.
- 6) Sections are allowed at both the front and rear of the roof, but no three piece roofs are permitted.
- 7) If a section repair exceeds more than 50% of the roof, replacement is required.
- 8) All repairs must be installed with buck rivets. No pop rivets allowed.

Roof Bow

- 1) Damaged or missing roof bows must be replaced. Minor bends can be straightened.

Nose Rail

- 1) Must be straightened or replaced if damaged.
- 2) No sections or weld repairs are allowed.

B. Body

Side Panel

Aluminum and Composite Panel

- 1) Panel patches up to 12 square feet are acceptable.
- 2) If patch of more than 12 square feet is required and the damage is less than 24" from the top or bottom rail, the panel can be sectioned.
- 3) Sections must be full panel width and not exceed 24" from the top or bottom rail.
- 4) Maximum of two patches or two sections is allowed per panel.
- 5) If repairs that exceed these guidelines are required, the panel must be replaced.
- 6) If delamination exists on a composite plate panel, section repair or replacement is required.
- 7) All repairs must be installed with hard type buck rivets where applicable. Pop rivets are acceptable in composite panels.

Side/Nose Post

- 1) Posts that have been cut or severely bent or crushed must be replaced.
- 2) A minor bend or bow in a post may be straightened.
- 3) If more than one post in a row is damaged, replacement is required.

Side Rail

Rail Replacement and Section

- 1) A top rail or bottom rail section is acceptable, as long as the section extends from the front or rear of the trailer.
- 2) Maximum of two rails may be sectioned per trailer and only one section is allowed per rail.
- 3) Three piece rail sections or "cutting out" the bad area and inserting a piece of rail is not acceptable.
- 4) Grade 5 or better bolts are required for rail sections or replacements.
- 5) Side rails can be sectioned as long as damage occurs in first ¼ or rear ¼ of the trailer. Anything longer requires section.

Rail Repair

- 1) Bent bottom rails may be straightened and reinforced, if the rail is bent ½" or less and the damaged area is 8' or less in length.
- 2) Damage repairs above the floor line will require both upper and lower reinforcement plates.
- 3) Damage repairs below the floor line will require a lower reinforcement plate only.
- 4) If damage exceeds these guidelines, a section repair or replacement is required.
- 5) Weld repairs are allowed on horizontal bottom rail cuts that are 12" or less in length and do not exceed ¼" in width.
- 6) Proper repair procedure requires the damaged area to be prepared with a grinder, welded, properly reinforced, and the repair touched up for appearance.
- 7) If the cut is greater than 12" long or if damage extends into the bottom edge of the rail, a section repair or replacement of the rail is required.
- 8) **No weld repairs are allowed on top rails.**

Required reinforcement plates for rail repair and section:

Top Rail:	Upper Reinforcement (Outer)	2 1/4" x 1" angle x 4' x 1/8"
	Lower Reinforcement (Inner)	18 1/2" x 3 1/2" x 1/8"

Bottom Rail:	Upper Reinforcement (Inner)	18 1/2" x 4" x 1/8"
	Lower Reinforcement (Inner)	4' x 1/8" x 4" x 1" angle

Scuffliner

- 1) All loose and bent scuffliner should be straightened and reattached.
- 2) Severely bent, broken, torn, or cut scuffliner must be replaced.
- 3) Scuffliner sections are permitted for repairs less than five feet in length.
- 4) Existing type material must be used in all replacements.
- 5) Bent scuffliner that allows trash behind the scuffliner, must be pulled down, trash removed, straightened and reattached.

Plywood

- 1) Any plywood seriously gouged, containing holes larger than 4", or containing holes which expose posts require replacement.

Floor

- 1) A floor section must cover a minimum of four crossmembers.
- 2) The joints of the floor section must be staggered and caulked.
- 3) Minor scrapes and gouges are acceptable, but no holes through floor.

Door

- 1) Broken or bowed door panels must be replaced.
- 2) Corner sections not exceeding 18" maximum are allowed.
- 3) Each section must be properly reinforced with an inner steel reinforcement and an outer reinforcement matching the existing door skin.
- 4) Cuts or scrapes puncturing the outer aluminum skin must be sealed or patched. (Self-sealing pull type rivets are allowed).
- 5) Sectioned door seal is not allowed; all damaged seal must be replaced to the length of the original seal.

C. Undercarriage

Kingpin Assembly

- 1) The kingpin and surrounding plate must not be broken, cracked, or welded. This is a non wearable item. Any damages require complete replacement.

Crossmember

- 1) Bent crossmembers torn away from the clips or floor must be replaced.
- 2) Bowed crossmembers in the bay area must be replaced.
- 3) Bent or torn crossmembers over the bogie must be repaired, sectioned, or replaced. Crossmembers may be sectioned above the bogie area only.
- 4) Sectioned crossmembers in the bogie area must not exceed a maximum of six crossmembers per side or three in a row.
- 5) Maximum allowance of 3/8" deflection in crossmembers is allowable. Deflection exceeding 2/8" requires crossmember replacement.

ICC Bumper

- 1) Damaged components and welds must be repaired or replaced. No jagged edges.
- 2) Bends in bumper must not exceed the DOT allowance of 2". Any bumper exceeding 2" of bend in either direction must be straightened or replaced.

Mudflap Assembly

- 1) Trailer must be returned with two intact/straight hanging mudflaps and brackets.

Suspension

- 1) Worn, broken, damaged, or missing components must be replaced.

Landing Leg

- 1) Damaged or missing braces must be replaced per manufacturer's specifications.
- 2) All worn, broken, damaged, or missing components must be replaced.
- 3) Landing gear is not a wearable component.

Brakes

- 1) Shoes must be replaced at 2/8" minimum.
- 2) Brake shoes must not be oil soaked, cracked, or separated.
- 3) No missing or nonfunctional brake parts.
- 4) Glazed or grooved brake drums must be replaced.
- 5) ABS system must be fully operational and function within DOT guidelines.
- 6) See applicable Supplement for wear charges.

Tires

- 1) All tires with damage, dry rot, or tread separation must be replaced.
- 2) Tires must be replaced with like-kind tire.
- 3) Returned recapped casing must be 5 yrs old or less and be first time cap and so long as the tires are not dry rotted.
- 4) See applicable Supplement for wear charges.
- 5) No drives tires allowed upon return.

Miscellaneous

Lights and Reflectors

- 1) All lights and reflectors must be in place and in proper working order.
- 2) Electrical system must be free of faults, from 7 way plug throughout entire system.

Aerodynamic Components

- 1) All worn, broken, damaged, or missing components must be replaced (if applicable).

Inspection

- 1) FMCSA inspection must be current with supporting documentation/decals.

De-Identification

- 1) Customer decals, graphics, glue, residue, and placards must be removed.
- 2) Damaged conspicuity tape must be replaced to meet DOT guidelines.
- 3) Trailer must be returned to its original color.

License Plates

- 1) Missing, stolen, or lost license plates must be reported to lessor for replacement at the cost of the lessee.

DOT

- 1) Trailers must be returned while in compliance with all FMCSA/DOT regulations.