TRUCK BODY & UPFITTING SUPPLEMENTAL

For truck body builders and upfitters that complete or modify work trucks and vans -- service, dump, flatbed, van, crane, and mechanic bodies, liftgates, plows, shelving, and lighting. Trailer makers use CWCO-SUP-TRAILERMFG. Complete with ACORD 125/126/140. Attach a body and product list with units per year, a sample final-stage certification label and weight calculation, chassis pool or bailment agreements, the recall procedure, and ten years of loss runs.

1 APPLICANT / BUSINESS INFORMATION

LEGAL BUSINESS NAME	DBA	FEIN	YEARS IN BUSINESS

BUSINESS ADDRESS	CITY / STATE / ZIP	WEBSITE

Entity type:
☐ Sole proprietor ☐ Partnership ☐ LLC ☐ Corporation ☐ Nonprofit

PRIMARY CONTACT / TITLE	PHONE	EMAIL

NHTSA MANUFACTURER ID	CHASSIS OEM PROGRAMS (FORD, GM, RAM, ETC.)	NTEA MEMBERSHIP / PROGRAM

2 OPERATIONS

BODY / UPFIT TYPE	% OF REVENUE	UNITS PER YEAR	OWN DESIGN OR OTHER MAKER'S

Types: service and utility bodies; dump bodies and hoists; flatbeds and stake bodies; dry and refrigerated vans; crane and mechanic bodies; aerial devices; liftgates; plows and spreaders; cargo-van shelving; lighting and electrical; wheelchair or passenger conversions.

Customers (check all that apply):
☐ Truck dealers ☐ Fleet management companies ☐ Utilities and municipalities ☐ Contractors ☐ Rental and leasing companies
☐ Government

Size:
☐ Chassis on site (peak) ☐ Install bays ☐ Locations ☐ Employees ☐ Mobile install vans

2-1 Does the applicant install bodies or equipment made by other manufacturers? ☐ Yes ☐ No
IF YES, EXPLAIN

3 EXPOSURE & RISK QUESTIONS — FINAL-STAGE CERTIFICATION, WEIGHT & EQUIPMENT

An upfitter that completes an incomplete chassis becomes the final-stage manufacturer and must certify FMVSS compliance; mistakes bring NHTSA recalls and products claims. Upfitters may have to meet as many as 10 federal standards.

3-1 Is a final-stage or alterer certification label affixed to every completed vehicle? ☐ Yes ☐ No
IF NO, EXPLAIN

3-2 Is the chassis maker's incomplete vehicle document on file for every vehicle? ☐ Yes ☐ No
IF NO, EXPLAIN

3-3 Are weight distribution and axle loads calculated for every build? ☐ Yes ☐ No
IF NO, EXPLAIN

3-4 Has any vehicle left the shop over its GVWR or axle ratings with typical payload? ☐ Yes ☐ No
IF YES, EXPLAIN

This supplemental is an intake document. It does not replace any carrier application and affords no coverage.

3-5 Does the applicant alter brakes, fuel systems, wheelbase, or frames? ☐ Yes ☐ No
IF YES, EXPLAIN

3-6 Are electrical additions installed per the chassis maker's body builder guide? ☐ Yes ☐ No
IF NO, EXPLAIN

3-7 Are crane bodies checked for stability with outriggers and rated-load charts? ☐ Yes ☐ No
IF NO, EXPLAIN

3-8 Do dump hoists ship with body props and up-position warnings? ☐ Yes ☐ No
IF NO, EXPLAIN

3-9 Are aerial devices installed and tested to ANSI A92.2? ☐ Yes ☐ No
IF NO, EXPLAIN

3-10 Has the applicant filed a defect report with NHTSA in the past 10 years? ☐ Yes ☐ No
IF YES, EXPLAIN

3-11 Can every completed vehicle be traced by VIN to its buyer for recall notices? ☐ Yes ☐ No
IF NO, EXPLAIN

4 EXPOSURE & RISK QUESTIONS — CUSTOMER CHASSIS, SHOP & DELIVERY

Upfitters often hold dozens of customer- or OEM-owned chassis at once under pool or bailment agreements, and shop fires or hail can destroy many at a time. Deliveries put staff behind the wheel of unfamiliar trucks.

4-1 Does the applicant hold chassis under an OEM chassis pool or bailment agreement? ☐ Yes ☐ No
IF YES, EXPLAIN

4-2 If yes to 4-1, does the agreement say who insures the chassis? ☐ Yes ☐ No
IF NO, EXPLAIN

4-3 Is the highest value of customer vehicles on site at one time over $5 million? ☐ Yes ☐ No
IF YES, EXPLAIN

4-4 Are chassis stored outdoors in a hail or flood-prone area? ☐ Yes ☐ No
IF YES, EXPLAIN

4-5 Is the shop sprinklered? ☐ Yes ☐ No
IF NO, EXPLAIN

4-6 Is welding and cutting controlled by a written hot-work permit? ☐ Yes ☐ No
IF NO, EXPLAIN

4-7 Do employees drive completed vehicles to customers or dealers? ☐ Yes ☐ No
IF YES, EXPLAIN

4-8 If yes to 4-7, are drivers' motor vehicle records checked? ☐ Yes ☐ No
IF NO, EXPLAIN

4-9 Do technicians perform installs at customer sites? ☐ Yes ☐ No
IF YES, EXPLAIN

5 PAYROLL, SALES & REVENUE

ANNUAL GROSS REVENUE ($)	OWN-DESIGN BODY SALES ($)	INSTALLATION LABOR REVENUE ($)	TOTAL ANNUAL PAYROLL ($)

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6 PRIOR INSURANCE & LOSS HISTORY

Attach currently valued loss runs for the last 10 years.

GL / PRODUCTS CARRIER / LIMIT	GARAGEKEEPERS / BAILEE LIMIT	UMBRELLA / EXCESS LIMIT

DATE OF LOSS	DESCRIPTION	TOTAL INCURRED ($)	OPEN / CLOSED

6-1 Has a crash, fire, or injury been blamed on an upfit by the applicant in the past 10 years? ☐ Yes ☐ No
IF YES, EXPLAIN

6-2 Have customer vehicles been damaged at the applicant's premises? ☐ Yes ☐ No
IF YES, EXPLAIN

6-3 Has any carrier declined, cancelled, or non-renewed coverage for this operation in the past 10 years? ☐ Yes ☐ No
IF YES, EXPLAIN

6-4 Is the applicant aware of any incident or circumstance that could give rise to a claim? ☐ Yes ☐ No
IF YES, EXPLAIN

7 RISK MANAGEMENT & SAFETY

7-1 Is there a written vehicle certification and quality program following NTEA or OEM guidance? ☐ Yes ☐ No
IF NO, EXPLAIN

7-2 Is every build signed off by a final inspector before release? ☐ Yes ☐ No
IF NO, EXPLAIN

7-3 Are build records kept for at least 10 years? ☐ Yes ☐ No
IF NO, EXPLAIN

8 SIGNATURE & FRAUD WARNING

The undersigned declares that the statements and answers given in this supplemental are true, complete and correct to the best of their knowledge, and that no material fact has been withheld or misstated. The applicant agrees that this supplemental, together with all ACORD applications and attachments, forms the basis of any submission to insurers and may be relied upon by them. Signing this supplemental does not bind coverage. This supplemental is an intake document prepared by Cory Washington & Co. LLC to support carrier submission; it does not itself provide coverage.

FRAUD NOTICE: Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance containing any materially false information, or conceals for the purpose of misleading information concerning any fact material thereto, may be committing a fraudulent insurance act, which is a crime and may subject such person to criminal and civil penalties. State-specific fraud warnings appear on the insurer's application.

APPLICANT / AUTHORIZED SIGNATURE (TYPE FULL NAME)	TITLE	DATE

PRODUCER — CORY WASHINGTON & CO. LLC	PRODUCER SIGNATURE (TYPE FULL NAME)	DATE