Haulaway Loading and Securement Standards

These requirements are to be followed when handling any FCA US products. All specific requirements for each model are listed on the Vehicle Loading Sheets. There are exceptions to these general rules contained within the individual sheets, making it imperative that any person handling an FCA US vehicle follows the individual vehicle loading instructions.

Apparel:

- No exposed metal – zippers, buttons, rivets on jeans, watches, chains, rings, etc.
- Do not wear gloves when inside vehicle.
- Safety apparel must be worn in every yard.

Loading/Unloading:

- Decks / Ramps must be free of debris, chains, straps, tie-down hooks, etc.
- Decks must be set as level as possible to prevent damage to the rocker panel, front fascia or undercarriage.
- All folding mirrors should be folded inward; must use power fold button when available.
- Do not mix chain tie-downs with strap tie-downs on the same vehicle.
- Transmissions must be placed in 'Park' if automatic or 1st gear if manual.
- Emergency brakes must be set.
- Keys placed in the cup holder or center console. If it is a fold down cup holder please leave it open for key storage.
- Do not rub up against, lean on, or sit on a vehicle at any time.

Securement Requirements on Haulaway Trucks:

- All vehicles are to be secured using a strap tie system except; Wrangler, Wrangler Unlimited, and all RAM Pickups.
- Basket type strap is acceptable, but must run parallel with the tire tread, it cannot pull inward/outward.
- Lasso straps are NOT acceptable.
- Set up equipment so all decks are level to prevent rocker panel damage at the break-over points.
- Set up equipment to ensure proper skid position / setup to prevent front fascia damage.
- Slow speed is essential when loading low profile models.

Only acceptable Haulaway tie-down methods:

Strap

(strap must run parallel with tread)

"R" hook

"T" hook

(only in specific locations on certain vehicles)

Rail Loading and Securement Standards

These requirements are to be followed when handling any FCA US products. All specific requirements for each model are listed on the Vehicle Loading Sheets. There are exceptions to these general rules contained within the individual sheets, making it imperative that any person handling an FCA US vehicle follows the individual vehicle loading instructions.

Apparel:

- No exposed metal – zippers, buttons, rivets on jeans, watches, chains, rings, etc.
- Gloves must be clean. `
- Safety apparel must be worn in every yard.

Loading/Unloading:

- Decks, ramps, and bridge plates must be free of debris, chocks, etc.
- Chocks can be placed on the railcar deck prior to loading, provided they are out of drive path.
- Railcars cannot have a variance of more than 4" in deck height and a spotter is required for a variance over 3".
- Loading is not permitted in cases where ramp extends above the deck by more than one inch.
- All folding mirrors should be folded inward; must use power fold button when available.
- Must not exceed 5mph on the ramp or in the railcar.
- Transmissions must be placed in 'Park' if automatic or 1st gear if manual.
- Emergency brakes must be set.
- Do not rub up against, lean on, or sit on a vehicle at any time.
- Keys placed in the cup holder or center console. If it is a fold down cup holder please leave it open for key storage.
- Chocks should be set at the maximum height allowable without causing damage to the vehicle or violating the AAR standard for clearance from vehicle body to chock.
- Maintain a minimum clearance of 3" between vehicles and 5" between vehicles and end doors. When possible maintain 5" between vehicles and 7" between vehicles and end doors.
- Do not open trunk, hood, or any doors, other than driver's door on rail.
- Use of supplemental chocks is required when available.
- All vehicles on Bi-level railcars must have a minimum of 4 chocks. Trucks must have a minimum of 6 chocks.
- All vehicles on Tri-level railcars must have 2 tires chocked.

Bi-level Holden Grate Lock Chock

Bi-level Zeftec AVR Supplemental Chock

Bi-level Holden Supplemental Block Chock

Tri-level Standard Car Co-Polymer Chock

Tri-level Thrall Chock

Ocean Loading and Securement Standards

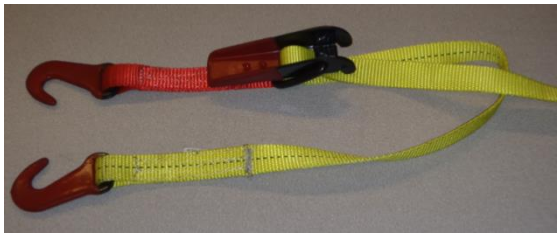
These requirements are to be followed when handling any FCA US products. All specific requirements for each model are listed on the Vehicle Loading Sheets. There are exceptions to these general rules contained within the individual sheets, making it imperative that any person handling an FCA US vehicle follows the individual vehicle loading instructions.

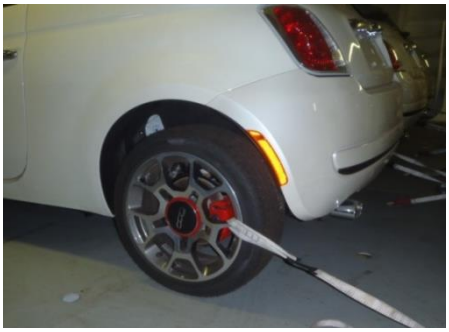
Apparel:

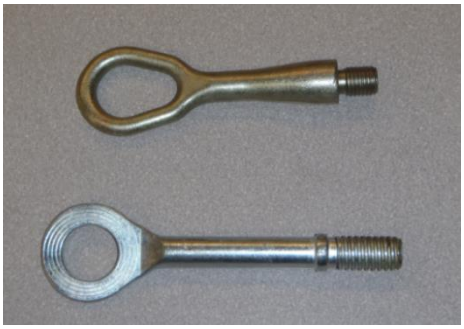
- No exposed metal – zippers, buttons, rivets on jeans, watches, chains, rings, etc.
- Do not wear gloves when inside vehicle.
- Safety apparel must be worn in every yard.

Loading/Unloading:

- Ramps and traffic patterns must be free of debris, lashing straps, etc.
- All folding mirrors should be folded inward; must use power fold button when available.
- Must not exceed 5mph on the ramp or in the vessel.
- Transmissions must be placed in 'Park' if automatic or 1st gear if manual.
- Emergency brakes must be set.
- Do not rub up against, lean on, or sit on a vehicle at any time.
- Keys placed in the cup holder or center console. If it is a fold down cup holder please leave it open for key storage.
- Do not open trunk, hood, or any doors, other than driver's door on the vessel, or at any time during transport.
- When wheel lashing;
    - All 4 wheels must be lashed.
    - The vehicle should be lashed through the lower quarter of the wheel.
    - Lashing strap can not come in contact with the tire valve.
    - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
    - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- When using fixed loops as a tie down point vehicle must be lashed in front and rear on opposite sides.
- Do not carry any tools, straps, etc., between or around vehicles while on the vessel.





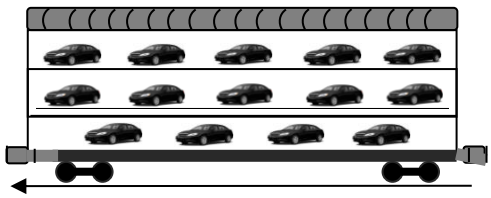


Rail & Truck Handling, Loading, and Securement Standards for Shipping the Chrysler 200

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
200 DOM	191.7	75.8	83.5	72.5	58.5	58.4	108.9	3,354	3,698	13.0°	15.9°	13.6°
200 BUX	191.7	75.8	83.5	72.5	58.5	58.4	108.9	3,378	3,485	13.0°	15.9°	13.6°

Guidelines for Rail Transport:



- Loading is restricted to Tri-level railcars, unless authorization is given by FCA US Logistics to load on Bi-level's. If loading on a Bi-level the front chock height should be set in the low position and the rear chock in the mid position to maintain adequate clearance between the chock and the closest point on the vehicle. **Due to insufficient clearance the use of Co-Poly chocks is prohibited.**
- Vehicles are to be uniformly positioned on decks (A = 4, B = 5, C = 5) to maximize the distance between vehicles and between vehicles and end doors.
- A minimum of 3" is required between vehicles and 5" between end doors.
- A minimum of 3" roof clearances must be maintained.
- **Position the vehicle on Tri-levels with tires no closer to the tie-down rail than half an inch (½"), optimal spacing is 2-3".**
- Spotter is required on A-Deck when the chock tie-down track is on right side of vehicle to assist/guide driver to position vehicle for proper securement application and prevent vehicles tire/rims from contact/rubbing against chock tie-down track.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low profile vehicle**.**

Guidelines for Haulaway Transport:

- Strap / Soft tie securement only on these models.
- There is a high potential for rocker panel damage, so make sure all ramps / decks are as level as possible.
- Properly set skid position to prevent front fascia damage.
- A stop condition is required when entering or exiting the ramp.
- **SLOW** speed is essential because this is a low profile model.

Ocean Handling, Loading, and Securement Standards for Shipping the Chrysler 200

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Guidelines for Ocean Transport:

- A stop condition is required when either entering or exiting the ramp.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low profile vehicle**.**
- **When wheel lashing:**
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front

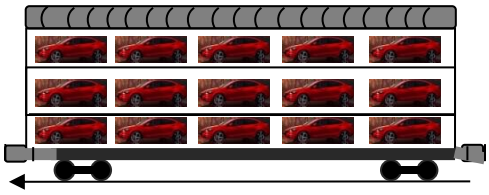
Wheel lash in rear

Rail & Truck Handling, Loading, and Securement Standards for Shipping the Dodge Dart

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Dodge Dart	183.9	73.7	80.6	72.0	57.7	57.4	106.4	3,044	3,261	13.7°	16.2°	18.0°
Dodge Dart (Aero)	183.9	73.7	80.6	72.0	57.7	57.4	106.5	3,012	3,013	11.8°	17.5°	15.4°

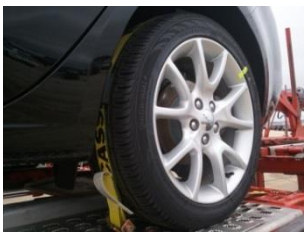
Guidelines for Rail Transport:



- Loading is restricted to Tri-level railcars, unless authorization is given by FCA US Logistics to load on Bi-level's.
- If loading on a Bi-level the front chock height should be set in the mid position and the rear chock in the mid position to maintain adequate clearance between the chock and the closest point on the vehicle (there may only be 1 ½" clearance in the front).
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5, C = 5) to maximize the distance between vehicles and between vehicles and end doors.
- A minimum of 3" is required between vehicles and 5" between end doors.
- A minimum of 3" roof clearance must be maintained.
- Position the vehicle on Tri-levels with tires no closer to the tie-down rail than half an inch (½"), optimal spacing is 2-3".
- Spotter is required on A-Deck when the chock tie-down track is on right side of vehicle to assist/guide driver to position vehicle for proper securement application and to prevent vehicles tire/rims from contact/rubbing against chock tie-down track.
- Exercise caution when exiting and entering the driver's door to load/off load this vehicle as vehicle has restricted side clearances on rail when door opened/closed.
- **SLOW** speed is essential when loading and unloading to avoid damage to the undercarriage/front fascia as this is a low profile vehicle**.**

Guidelines for Haulaway Transport:

- Strap / Soft tie securement only on these models.
- Make sure all decks are as level as possible to prevent rocker panel and / or front fascia damage.
- Properly set skid position to prevent front fascia damage.
- **SLOW** speed is essential because this is a low profile model.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Guidelines for Ocean Transport:

- A stop condition is required when either entering or exiting the ramp.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low profile vehicle**.**
- **When wheel lashing:**
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front

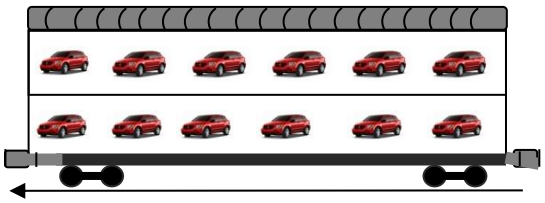
Wheel lash in rear

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Jeep®

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Compass DOM	175.1	71.5	79.1	71.3	66.3	65.0	103.7	3,047	3,355	19.5°	28.5°	20.3°
Compass BUX	175.8	71.5	79.1	71.3	65.4	64.9	103.7	3,029	3,264	19.6°	28.0°	20.3°
Patriot DOM	173.9	71.3	80.8	71.1	66.7	65.5	103.7	3,034	3,379	26.3°	28.5°	20.3°
Patriot BUX	174.2	71.3	80.8	71.1	65.8	65.3	103.7	3,093	3,274	20.0°	27.9°	20.3°

Guidelines for Rail Transport:



- Loading is restricted to Bi-level railcars.
- Units must be positioned 3" bumper to bumper and 5" between bumper and end door to allow for a load factor of 6 / deck and to maintain adequate spacing. This is very critical, as there is no room for error.
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6) to maximize the distance between vehicles and between vehicles and end doors.
- A minimum of 3" roof clearance must be maintained.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the tight spacing requirements between the vehicles and between the vehicles and end doors on the railcar.

Guidelines for Haulaway Transport:

- Strap / Soft tie securement only on these models..
- **Do not load the Compass rearward to avoid rear spoiler damage.**

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Jeep®

Guidelines for Ocean Transport:

- **SLOW** speed is essential when loading and unloading if damage is to be avoided.
- **When wheel lashing:**
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front

Wheel lash in rear

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length	Width with Folded Mirrors	Overall Width with Mirrors	Overall Width without Mirrors	Height	Wheelbase	Min Weight (lbs)	Max Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
Alfa Romeo 4C	157.1"	74.1"	82.3"	72.5"	46.6"	93.7"	NA	2417	8.39°	NA	NA

Guidelines for Enclosed Carrier:

- **Vehicle is restricted to enclosed carrier only**.
- Strap / Soft tie securement only on these models.
- There is a high potential for fascia and rocker panel damage. Make sure all ramps / decks are as level as possible.
- **SLOW** speed is essential because this is a low profile model:
  - 3 mph during loading and unloading
  - 6 mph during handling in the yards
- A stop condition is required when entering or exiting the ramp.
- The front suspension is locked in place by spring blocks. Steering wheel must not be turned over 360° to prevent blocks to come out of position.
- Do not remove full body cover during transport.

Ocean unloading:

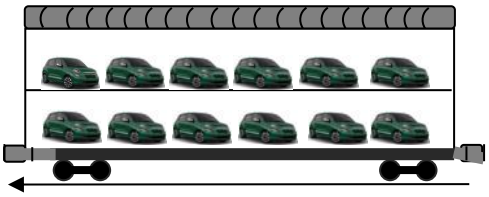
- At destination port rubber mats are required to eliminate the drop between the ramp and the ground.

Rail & Truck Handling, Loading, and Securement Standards for Shipping the FIAT 500L & 500X

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Fiat 500L	167.4	74.6	79.4	70.9	65.5	72.8	102.8	3,109	3,146	15.1°	24.2°	16.2°
Fiat 500X	167.2	73.2	79.7	70.7	63.1	70.9	101.2	2,908	3,343	19.3°	22.6°	17.1°

Guidelines for Rail Transport:



- Loading is restricted to Bi-level railcars.
- Units must be positioned 3" bumper to bumper and 5" between bumper and end door to allow for a load factor of 6 per deck and to maintain adequate spacing.
- A minimum of 3" roof clearance must be maintained.
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6) to maximize the distance between vehicles and between vehicles and end doors.

- **500L**
  - Front chock should be placed in the low setting
  - Rear chocks should be placed in the mid setting

- **500X**
  - Front chock should be placed in the low setting
  - Rear chocks should be placed in the high setting

- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the tight spacing requirements between the vehicles and between the vehicles and end doors on the railcar.

Guidelines for Haulaway Transport:

- Strap / Soft tie securement only on these models.
- Make sure all decks are as level as possible to prevent rocker panel and / or front fascia damage.
- Properly set skid position to prevent front fascia damage.
- **SLOW** speed is essential because this is a low profile model.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Guidelines for Ocean Transport:

- A stop condition is required when either entering the ramp or off loading and grounding the unit.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low profile vehicle**.**
- **When wheel lashing:**
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front

Wheel lash in rear

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Town & Country DOM	203.8	80.6	88.5	78.7	69.5	68.5	121.2	4,370	4,645	14.7°	19.0°	15.0°
Town & Country BUX	205.4	80.6	88.5	78.7	69.3	69.3	121.2	4,554	4,586	14.7°	19.0°	15.0°
Grand Caravan DOM	202.8	80.6	88.5	78.7	69.5	68.5	121.2	4,289	4,566	13.2°	19.0°	14.0°

Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Climate control comes on automatically on Dodge Caravan models.
- Front chocks should be set in the medium setting.
- Rear chocks should be set in the highest setting.
- Supplemental chocks must be used when present – Supplemental Block Chocks cannot be used on the front of the rear tires when running boards are present.
- AVR Supplemental Restraints cannot be used on the front wheels due to lack of clearance.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia and the rocker panels.
- Vehicles are to be uniformly positioned on decks (A = 5, B =5) to maximize the distance between vehicles and between vehicles and end doors.
- A minimum of 3" is required between vehicles and 5" between end doors.
- A minimum of 3" roof clearances must be maintained.

Guidelines for Haulaway Transport:

- Strap / Soft tie securement only on these models.
- There is a high potential for rocker panel damage, so make sure all ramps / decks are as level as possible.
- Properly set skid position to prevent front fascia damage.
- A stop condition is required when entering or exiting the ramp.
- **SLOW** speed is essential because this is a low profile model.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Guidelines for Ocean Transport:

- **SLOW** speed is essential when loading and unloading if damage is to be avoided.
- **When wheel lashing:**
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front

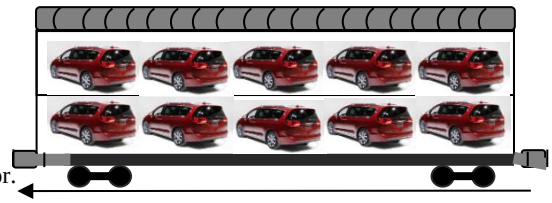
Wheel lash in rear

Rail & Truck Handling, Loading, and Securement Standards for Shipping the Chrysler Pacifica Minivan

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
2017 RU	203.6	83.0	90.4	79.6	70.0	70.3	121.6	4,094	4,543	13.9°	19.0°	12.3°
2017 RU Electric (Dom / BUX)	203.6	83.0	90.4	79.6	70.0	70.3	121.6	4,845	5,050	13.9°	19.0°	12.3°
2017 RU BUX	203.6	83.0	90.4	79.6	70.0	70.3	121.6	4,278	4,468	13.9°	19.0°	12.3°

Guidelines for Rail Transport:



- Loading is restricted to Bi-level railcars.
- Supplemental and AVR chocks are not to be used on the front of Pacifica models due to clearance of less than 2".
- Climate control comes on automatically on Pacifica models.
- Vehicles are to be uniformly positioned on decks (A = 5, B =5) to maximize the distance between vehicles and between vehicles and end doors.
- Units must be positioned 3" bumper to bumper and 5" between bumper and end door.
- A minimum of 3" roof clearances must be maintained.
- Front chocks should be set in the medium setting.
- Rear chocks should be set in the highest setting.
- Supplemental chocks are not to be used, except block chocks on the rear tires.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.

- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia and the rocker panels.

Guidelines for Haulaway Transport:

- **ONLY 7 units are to be loaded due to length and clearance concerns. See picture for correct vehicle positioning.**
- Strap / Soft tie securement only on these models.
- There is a high potential for undercarriage / rocker panel damage, please ensure all ramps / decks are as level as possible.
- Properly set skid position to prevent front fascia damage.
- A stop condition is required when entering or exiting the ramp.
- **SLOW** speed is essential because this is a low profile model.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Guidelines for Ocean Transport:

- **SLOW** speed is essential when loading and unloading if damage is to be avoided.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**
- **When wheel lashing:**
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not carry any tools, straps, etc., between or around vehicles while on the vessel.

Wheel Lash in Front

Wheel Lash in Back

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Jeep®

Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle
Jeep Renegade	166.6	69.4	71.0	N/A	65.4	65.4	101.2	2907	3460	17.9°	29.7°



Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Units must be positioned 3" bumper to bumper and 5" between bumper and end door to allow for a load factor of 6 per deck and to maintain adequate spacing. This is very critical, as there is no room for error.
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6) to maximize the distance between vehicles and between vehicles and end doors.
- Supplemental and AVR chocks are not to be used on the front of Pacifica models due to clearance of less than 2".
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the tight spacing requirements between the vehicles and the between the vehicles and end doors on the railcar.

Guidelines for Haulaway Transport:

- Strap / Soft tie securement only on these models.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Guidelines for Ocean Transport:

- **SLOW** speed is essential when loading and unloading if damage is to be avoided.
- **When wheel lashing:**
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front

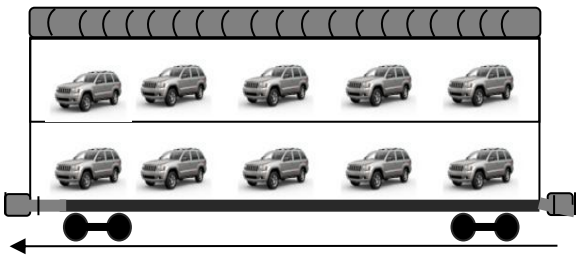
Wheel lash in rear

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Grand Cherokee DOM	189.8	76.5	84.8	76.5	73.0	70.0	114.8	4,548	5,384	26.2°	24.0°	19.0°
Grand Cherokee BUX	189.8	76.5	84.8	76.5	73.0	69.9	114.8	4,626	5,260	26.2°	24.0°	19.0°
Durango DOM	199.8	77.1	85.5	75.6	71.6	70.9	119.8	4,598	5,304	16.3°	21.5°	17.9°
Durango BUX	199.8	77.1	85.5	75.6	71.6	70.9	119.8	4,677	5,303	16.3°	21.9°	17.9°

Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Climate control comes on automatically on Jeep Cherokee and Dodge Durango models.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and between vehicles and end doors.
- Units must be positioned 3" bumper to bumper and 5" between bumper and end doors.
- A minimum 3" roof clearance must be maintained.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.



Guidelines for Haulaway Transport:

- Strap / Soft tie securement only on these models.
- Ensure the radio does not display the time before loading, as this is an indicator that the air ride suspension may be active. If the radio is displaying the time, and you are using chains do not load the vehicle, escalate to your management.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Guidelines for Ocean Transport:

• **SLOW** speed is essential when loading and unloading if damage is to be avoided.

• **Grand Cherokee**
  • **Tow hooks in front (some models may only have only one).**
    • Wheel lash if tow hook/s not available.
    • The vehicle should be lashed through the lower quarter of the wheel.
    • Lashing strap can not come in contact with the tire valve.
    • Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
    • Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
  • **Tow hook in rear.**

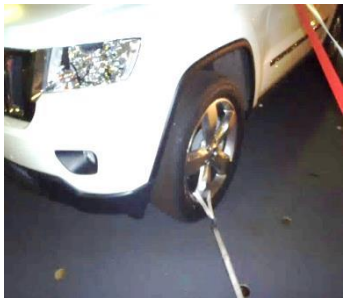
• **Durango**
  • **Follow provisions above for wheel lashing (all 4 wheels must be lashed).**

• **Do not lean on or touch unit while securing on vessel.**
• **Do not carry anything which may cause damage to the units while loading.**

Tow hooks in front

Some models may only have one

Wheel lash if tow hook/s not available

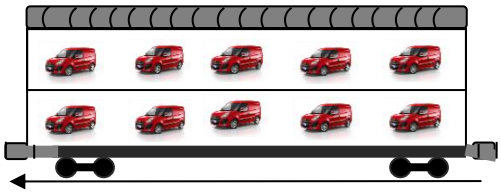


Tow hook in rear

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length	Width with Folded Mirrors	Overall Width with Mirrors	Overall Width without Mirrors	Height	Wheelbase	Min Weight (lbs)	Max Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
ProMaster City Cargo	186.6"	72.8"	83.5"	72.1	75.9"	108.5	3392	3585	17.2°	29	NA
ProMaster City Passenger	186.6"	72.8	83.5	72.1	74.6"	108.5	3392	3585	17.4	28	NA

Guidelines for Rail Transport:



- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and also the distance between vehicles and end doors.
- Units must be positioned 3" bumper to bumper and 5" between bumper and end door.
- A minimum of 3" roof clearances must be maintained.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the size of the vehicle**.**
- Standard Cab models have longer doors than Quad Cab models.

Chocks:

- All units must be secured using a 6-point chocking system when supplemental block chocks are not available.
- Additional chocks should be placed on the inboard side of both the front and rear tire on the same side of the vehicle, alternating sides throughout the railcar.
- **When railcars are equipped with supplemental block chocks:**
  - All four tires should utilize the supplemental block chock on the inboard side of the tire, placed between 1" to 3" away from the tire.
- **When railcars are equipped with supplemental AVR's:**
  - Vehicle should still utilize the 6-point chocking method.
  - AVR's should only be placed on the outboard side of the tires and NOT the inboard side.

Guidelines for Haulaway Transport:

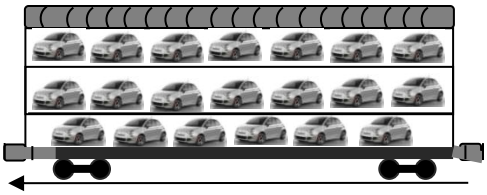
- Strap / Soft tie securement only on these models.
- Vehicles are to be uniformly positioned on decks (Lower Deck = 2, Top Deck = 3)
- Be aware of all height restrictions when loading and unloading.

Rail & Truck Handling, Loading, and Securement Standards for Shipping the FIAT 500, FIAT 500 BEV, & FIAT 500 ABARTH

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Lowest	Highest						
FIAT 500	139.6	65.6	73.5	64.1	59.3	60.3	90.6	2294	2569	10.8°	30.5°	14.8°
FIAT 500 BeV	142.4	67.1	73.5	64.1	59.3	60.3	90.6	2961	2961	10.0°	31.5°	14.8°
F500 Abarth	144.4	65.6	73.5	64.1	59.3	60.3	90.6	2477	2645	10.8°	30.5°	14.8°

Guidelines for Rail Transport:



- Loading is restricted to Tri-level railcars, unless authorization is given by FCA US/Mexico Logistics to load on Bi-level's. If loading on a Bi-level the front chock height should be set in the low position and the rear chock in the high position to maintain two inches of clearance between the chock and the closest point on the vehicle.
- Vehicles are to be uniformly positioned on decks (A = 6, B = 7, C = 7) to maximize the distance between vehicles and between vehicles and end doors.
- Units must be positioned 3" bumper to bumper and 5" between bumper and end door.
- A minimum 3" roof clearance must be maintained.
- Position the vehicle on Tri-levels with tires no closer to the tie-down rail than half an inch (½"), optimal spacing is 2-3".
- Spotter is required on A-Deck when the chock tie-down track is on right side of vehicle to assist/guide driver to position vehicle for proper securement application and prevent vehicles tire/rims from contact/rubbing against chock tie-down track.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low clearance vehicle**.**

SPECIAL CAUTIONARY NOTES:

- There is a notably tight clearance between securement devices and the unit.
- The tire width to unload through a railcar and over the bridge plates is very tight. See below picture for reference. Also, due to the width of the tires, on some older Tri-level railcars the unit can rub up against the inner chock rail causing possible tire damage. Please be aware of this while loading and unloading.

Guidelines for Haulaway Transport:

- Strap / Soft tie securement only on these models..
- **SLOW** speed is essential because this is a low profile model.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Guidelines for Ocean Transport:

- A stop condition is required when either entering or exiting the ramp to prevent grounding the unit.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low clearance vehicle**.**
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front

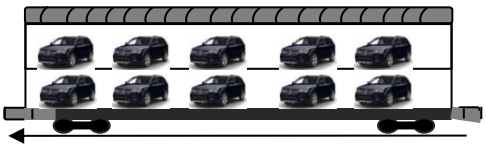
Wheel lash in rear

Rail & Truck Handling, Loading, and Securement Standards for Shipping the Dodge Journey & FIAT Freemont

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Journey DOM	193.9	74.6	83.7	73.9	68.0	67.8	113.8	3744	4271	13.4°	22.9°	15.1°
Journey BUX / FIAT Freemont	193.9	74.6	83.7	73.9	67.9	67.1	113.8	3764	4253	13.4°	22.9°	15.1°

Guidelines for Rail Transport:



- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 5, B =5) to maximize the distance between vehicles and between vehicles and end doors.
- Units must be positioned 3” bumper to bumper and 5” between bumper and end door.
- A minimum of 3” roof clearances must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.

Guidelines for Haulaway Transport:

- Strap tie only as outlined on the “General Loading and Securement Standards for Haulaway" page in this appendix.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Guidelines for Ocean Transport:

- **SLOW** speed is essential when loading and unloading if damage is to be avoided.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front

Wheel lash in rear

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle	Note
					Highest	Lowest							
1500 Cargo Low Roof / 118 WB	195	82.7	105.91	80	90	88.7	118	4,737	8,550	16.2°	24.4°	17.8°	* Off Road Package
1500 Cargo Low Roof / 1 36 WB	213.1	82.7	105.91	80	90	88.7	136	4,737	8,550	16.2°	24.4°	17.8°	* Off Road Package
1500 Cargo High Roof / 136 WB	213.1	82.7	105.91	80	101	99.3	136	4,737	8,550	16.2°	24.4°	17.8°	* Off Road Package
2500 Cargo High Roof / 136 WB	213.1	82.7	105.91	80	101	99.3	136	4,922	8,900	16.2°	24.4°	17.8°	* Off Road Package
2500 Cargo High Roof / 159 WB	236	82.7	105.91	80	101	99.3	159	4,922	8,900	16.2°	24.4°	17.8°	* Off Road Package
3500 Cargo High Roof / 159 WB	236	82.7	105.91	80	101	99.3	159	4,962	9,350	16.2°	24.4°	17.8°	* Off Road Package
3500 Cargo High Roof / 159 WB EXT	250	82.7	105.91	80	101	99.3	159	4,962	9,350	16.2°	24.4°	17.8°	* Off Road Package

RAM

PROMASTER

Guidelines for Flatbed Trailer:

- Basket / bikini strap only.
- 4 Straps / unit.
- Make sure straps are not frayed or twisted.
- Straps should not come into contact with any part of the vehicle except the tire.

Guidelines for Haulaway Trailer:

- Basket / lineal strap only.
- Strap must run parallel with tread.
- 4 Straps / unit.
- Make sure straps are not frayed or twisted.
- Straps should not come into contact with any part of the vehicle except the tire.

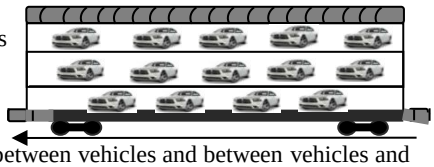
Rail & Truck Handling, Loading, and Securement Standards for Shipping the Chrysler 300, Dodge Charger & Dodge Challenger

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
300 DOM	199.2	75.3	83	74.9	59.2	58.4	120.2	3,899	4,338	14.2°	15.5°	11.4°
300 BUX	199.5	74.8	83.3	74.9	58.7	58.6	120.2	3,946	4,325	14.4°	16.2°	11.8°
300 SRT (DOM/BUX)	200.3	74.8	83.3	74.9	59.2	58.3	120.2	4,331	4,331	12.0°	14.3°	10.9°
Challenger DOM	197.7	74.8	75.7	85.8	57.7	57.4	116.2	3,791	4,104	12.8°	16.6°	12.3°
Challenger BUX	197.7	74.8	75.7	85.8	57.7	57.4	116.2	3,800	4,093	12.8°	16.6°	12.3°
Challenger SRT HellCat (DOM/BUX)	198	74.8	85	75.7	57.7	57.2	116.2	4,132	4,372	11.9°	16.4°	11.2°
Charger DOM	199.9	74.8	82.6	75	59.2	58.2	120.2	3,865	4,427	11.4°	15.5°	11.4°
Charger BUX	199.9	74.8	82.6	75	59.2	58.2	120.2	3,899	4,213	11.4°	15.5°	11.4°
Charger SRT HellCat (DOM/BUX)	201.2	74.8	82	75	59.2	58.2	120	4,291	4,479	11.6°	14.3°	11.0°



Guidelines for Rail Transport:



- Loading is restricted to Tri-level railcars, unless authorization is given by FCA US/CAN Logistics to load on Bi-level's. If loading on a Bi-level the front chock height should be set in the low position and the rear chock in the high position, always maintain two inches of clearance between the chock and the closest point on the vehicle.
- Vehicles are to be uniformly positioned on decks (A= 4, B =5, C = 5) to maximize the distance between vehicles and between vehicles and end doors.
- A minimum of 3" required between vehicles and 5" between end doors.
- Minimum of 3" roof clearance must be maintained.
- Position the vehicle on Tri-levels with tires no closer than half an inch (½") to the tie down rail, optimal spacing is 2-3".
- When the chock tie-down track is on right side of vehicle, a spotter is required to assist/guide driver to position vehicle for proper securement application and prevent vehicles tire/rims from contact/rubbing against chock tie-down track.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- A stop condition is required when either entering or exiting the ramp.
- To avoid damage to the front fascia, drive **VERY SLOWLY** up and down the ramp.

Guidelines for Haulaway Transport:

- **Hellcat units are restricted to only 4 units per load.**
  - **The last 3 positions on the upper deck.**
  - **The last position on the bottom deck.**
  - **Use only certified equipment (Next Gen / or models that ensure NO damage for low profile vehicles).**
- Strap / Soft tie securement only on these models.
- The SRT models utilize very low front fascia, it is imperative to properly set skid position to prevent front fascia damage.
- High potential for rocker panel damage, make sure all ramps / decks are as level as possible.
- A stop condition is required when entering or exiting the ramp.
- To avoid damage to the front fascia, drive **VERY SLOWLY** up and down the truck skids as well as any dips on the trailer.

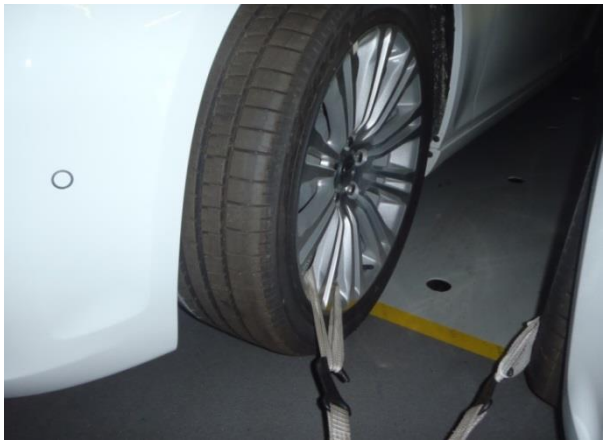
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Guidelines for Ocean Transport:

- A stop condition is required when either entering or exiting the ramp and grounding the unit.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low clearance vehicle**.**
- When wheel lashing:
    - All 4 wheels must be lashed.
    - The vehicle should be lashed through the lower quarter of the wheel.
    - Lashing strap can not come in contact with the tire valve.
    - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
    - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front



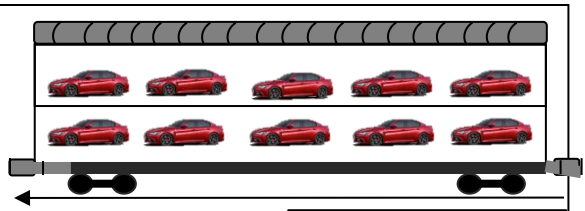
Wheel lash in rear, except on the Chrysler 300 which has a fixed loop

Rail & Truck Handling, Loading, and Securement Standards for Shipping the Alfa Romeo Giulia

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
2017 Giulia	182.8	73.5	79.7	73.2	56.2	55.7	111.0	3430	3655	12.9°	16.9°	11.0°
2017 Giulia Ti	182.9	73.5	79.7	73.2	56.2	55.7	111.0	3454	3678	12.2°	15.7°	11.0°
2017 Giulia Quadrifoglio	182.6	73.5	79.7	73.2	55.8	55.7	111.0	3735	3828	11.4°	11.5°	9.3°

Guidelines for Rail Transport:



- **Loading is restricted to bi-level railcars**, unless authorization is given by FCA US Logistics to load on Tri-levels.
- **Securement is restricted to Grate Lock Chocks ONLY.**
  - Front wheel chock position – Low setting
  - Rear wheel chock position – Mid setting
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and end enclosures.
- All chocks most be carefully positioned from the side of the vehicle, never from the front.
- A minimum of 3" is required between vehicles and 5" between end doors.
- For tri-level loading, a spotter is required on A-Deck when the chock tie-down track is on right side of vehicle to assist/guide driver to position vehicle for proper securement application and prevent vehicles tire/rims from contact/rubbing against chock tie-down track.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low profile vehicle**.**

Guidelines for Haulaway Transport:

- **Giulia Quadrifoglio:**
  - Restricted to enclosed carrier only.
  - Will be equipped with both front and rear spring blocks. Steering wheel must not be turned over 360° to prevent blocks from coming out of position.
  - Do not remove full body cover during transport.

- **ALL OTHER MODELS:**
  - Are to ONLY be transported on the top deck (3 units), excluding the head rack and ONLY the last position (1 unit) on the lower deck. All forward loaded.
  - Strap / Soft tie securement only on these models.
  - **There is a high potential for rocker panel damage, so ensure all ramps / decks are as level as possible.**
  - Properly set skid position to prevent front fascia damage.
  - A stop condition is required when entering or exiting the ramp.
  - **SLOW** speed is essential because this is a low profile model.

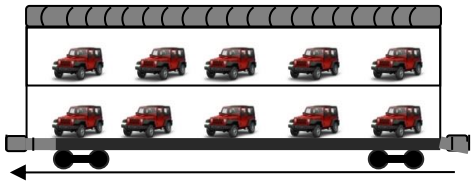
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Jeep

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
2 DR Wrangler DOM	157.5	71	76.6	73.9	71.3	70	95.4	3,785	4,019	38.7°	28.9°	NA
4 DR Wrangler DOM	181.3	71	76.6	73.9	71.3	70.9	116	4,104	4,321	38.6°	28.5°	NA
2 DR Wrangler BUX	157.5	71	76.6	73.9	71.3	70	95.4	3,817	4,212	38.7°	28.9°	NA
4 DR Wrangler BUX	181.3	71	76.6	73.9	71.3	70.9	116	4,076	4,531	38.6°	28.5°	NA

Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and between vehicles and end doors.
- A minimum of 3" is required between vehicles and 5" between end doors.
- A minimum of 3" roof clearances must be maintained.



Guidelines for Haulaway Transport:

- "R Hook" in the reinforced location or soft tie only.
- Do not load models with soft tops rearward on the head rack to avoid wind damage. All other units can be loaded forward or rearward.
- Use caution when entering / exiting this vehicle to avoid damage to the sill.

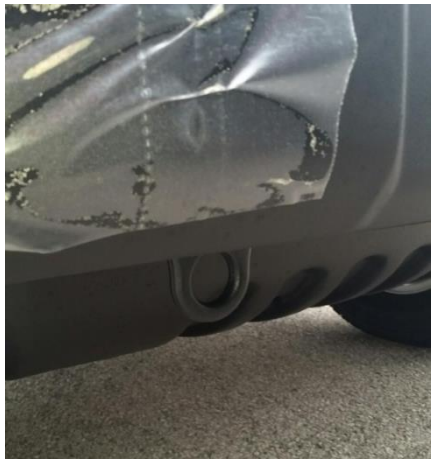
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Jeep

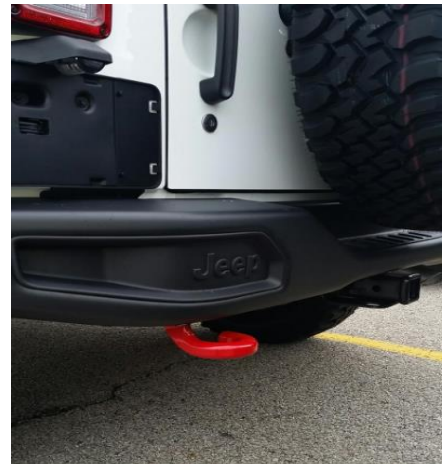
Guidelines for Ocean Transport:

- **SLOW** speed is essential when loading and unloading if damage is to be avoided .
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**
- Fixed loop in the front on the right side of vehicle.
- Fixed loop in the rear located on the left side of the vehicle.

Fixed loop in front



Fixed loop in rear



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Cherokee DOM	182	75.1	82.1	73.3	65.8	64.3	106.6	3,579	4,260	17.0°	20.5°	15.0°
Cherokee BUX	182	75.1	82.1	73.3	65.8	64.3	106.6	3,591	4,281	17.0°	20.5°	15.0°

Jeep®

Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Climate control comes on automatically on Jeep Cherokee models.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and between vehicles and end doors.
- A minimum of 3" is required between vehicles and 5" between vehicles and end doors.
- A minimum of 3" roof clearances must be maintained.

Guidelines for Haulaway Transport:

- Soft tie / strap only.
- 4 Straps / unit.
- Make sure straps are not frayed or twisted.
- Straps should not come into contact with any part of the vehicle except the tire.

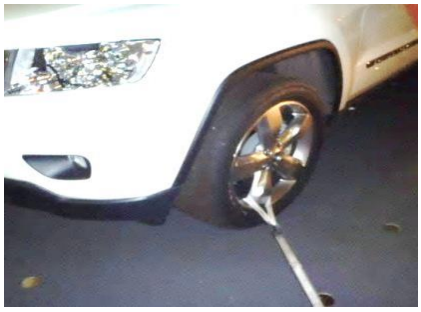
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Jeep

Guidelines for Ocean Transport:

- **SLOW** speed is essential when loading and unloading if damage is to be avoided.
  - **Use tow hooks if available in the front and rear on opposite sides of the vehicle.**
    - Wheel lash if tow hook/s not available.
    - The vehicle should be lashed through the lower quarter of the wheel.
    - Lashing strap can not come in contact with the tire valve.
    - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
    - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**

Wheel lash in front



Cherokee

Wheel lash in rear

Tow hook in front

Cherokee when available

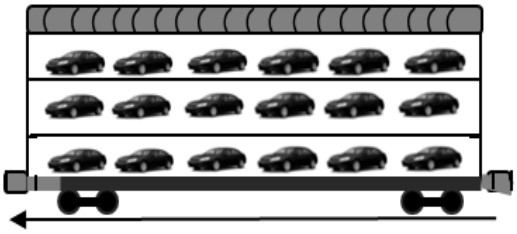
Tow hook in rear

Rail & Truck Handling, Loading, and Securement Standards for Shipping the FIAT Spider

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)	Wheelbase (in)	Min* Weight (lbs)	Max* Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
Classica AT	159.6	75.5	69.8	68.5	48.5	90.9	2476.2	2490.1	13.1	13	11
Classica MT	159.6	75.5	69.8	68.5	48.5	90.9	2437.2	2451.1	13.1	13	11
Lusso AT 16" tires	159.6	75.5	69.8	68.5	48.5	90.9	2505.3	2541.7	13.1	13	11
Lusso MT 16" tires	159.6	75.5	69.8	68.5	48.5	90.9	2466.1	2498.7	13.1	13	11
Lusso AT 17" tires	159.6	75.5	69.8	68.5	48.8	90.9	2505.3	2541.7	13.1	13	11
Lusso MT 17" tires	159.6	75.5	69.8	68.5	48.8	90.9	2466.1	2498.7	13.1	13	11
Elaborazione Abarth AT 17" tires	159.6	75.5	69.8	68.5	48.8	90.9	2516.4	2553.4	13.1	13	11
Elaborazione Abarth MT 17" tires	159.6	75.5	69.8	68.5	48.8	90.9	2477.1	2512.8	13.1	13	11

Guidelines for Rail Transport:



- Loading is restricted to Tri-level railcars, unless authorization is given by FCA US Logistics to load on Bi-level's. If loading on a Bi-level, the front chock height should l in the low position and the rear chock in the mid position to maintain adequate clearance between the chock and the closest point on the vehicle. **Due to insufficient clearance the use of Co-Poly chocks is prohibited.**
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6, C = 6) to maximize the distance between vehicles and between vehicles and end doors.
- A minimum of 3" is required between vehicles and 5" between end doors.
- A minimum of 3" roof clearances must be maintained.
- **Position the vehicle on Tri-levels with tires no closer to the tie-down rail than half an inch (½"), optimal spacing is 2-3".**
- Spotter is required on A-Deck when the chock tie-down track is on right side of vehicle to assist/guide driver to position vehicle for proper securement application and prevent vehicles tire/rims from contact/rubbing against chock tie-down track.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low profile vehicle**.**

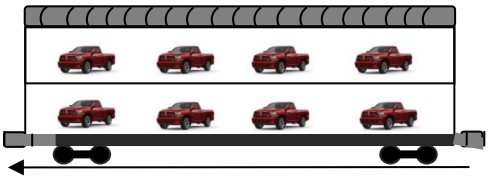
Guidelines for Haulaway Transport:

- Vehicle is to be transported ONLY on the top deck, excluding the head rack and ONLY the last position on the lower deck.
- Strap / Soft tie securement only on these models.
- There is a high potential for rocker panel damage, so make sure all ramps / decks are as level as possible.
- Properly set skid position to prevent front fascia damage.
- A stop condition is required when entering or exiting the ramp.
- **SLOW** speed is essential because this is a low profile model.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions are listed on page 43.

Guidelines for Rail Transport:



- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end doors.
- Units must be positioned 3" bumper to bumper and 5" between bumper and end door.
- A minimum of 3" roof clearances must be maintained.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the size of the vehicle**.**
- Standard Cab model has longer doors than Quad Cab.

Chocks:

- All units must be secured using a 6-point chocking system when supplemental block chocks are not available.
- Additional chocks should be placed on the inboard side of both the front and rear tire on the same side of the vehicle, alternating sides throughout the railcar.
- **When railcars are equipped with supplemental block chocks:**
  - All four tires should utilize the supplemental block chock on the inboard side of the tire, placed between 1" to 3" away from the tire.
- **When railcars are equipped with supplemental AVR's:**
  - Vehicle should still utilize the 6-point chocking method.
  - AVR's should only be placed on the outboard side of all four tires and NOT the inboard side.

Guidelines for Haulaway Transport:

- R-hooks required for front and rear tie down slots, T-hook is allowed for the slot in the middle photo below.
- Units with tonneau cover must be loaded forward to prevent wind damage; or
- Vehicle can be secured with four tire straps that secure in front and behind the tire.
- Do not mix chains and straps on the same vehicle.

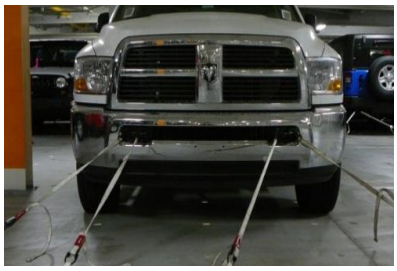
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights and Dimensions are located on page 43.

Guidelines for Ocean Transport:

- **SLOW** speed is essential when loading and unloading if damage is to be avoided .
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**
- Fixed loop on either side of the front side of the vehicle. Use wheel lashing if bumper hooks not available.
- Fixed bracket in the rear located on the trailer hitch. Use wheel lashing if tow hitch is not available.
- Lashing straps cannot contact any part of the vehicle other than the lashing bracket.

Wheel lash in front
(If no in bumper hooks)



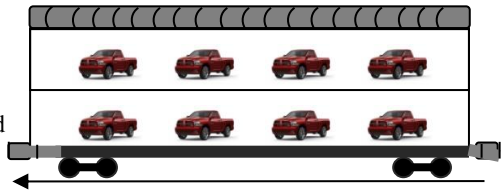
Wheel lash in rear
(If no tow hitch available)

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

RAM

Weights & Dimensions are located on page 43.

Guidelines for Rail Transport:



- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end doors.
- Units must be positioned a minimum of 3" bumper to bumper and 5" between bumper and end door.
- A minimum of 3" roof clearance must be maintained.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the size of the vehicle**.**
- Standard Cab models have longer doors than Quad Cab models.

Chocks:

- All units must be secured using a 6-point chocking system when supplemental block chocks are not available.
- Additional chocks should be placed on the inboard side of both the front and rear tire on the same side of the vehicle, alternating sides throughout the railcar.
- **When railcars are equipped with supplemental block chocks:**
  - All four tires should utilize the supplemental block chock on the inboard side of the tire, placed between 1" to 3" away from the tire.
- **When railcars are equipped with supplemental AVR's:**
  - Vehicle should still utilize the 6-point chocking method.
  - AVR's should only be placed on the outboard side of all four tires and NOT the inboard side.

Guidelines for Haulaway Transport:

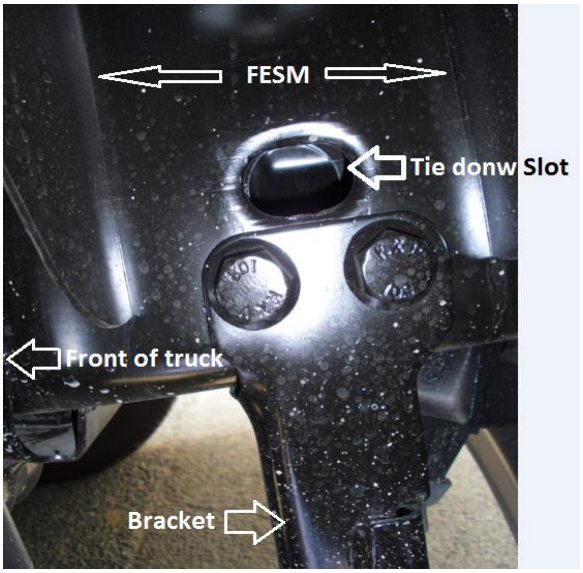
- R-hooks are required.
- Units with a tonneau cover must be loaded forward to prevent wind damage

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions are located on page 43.

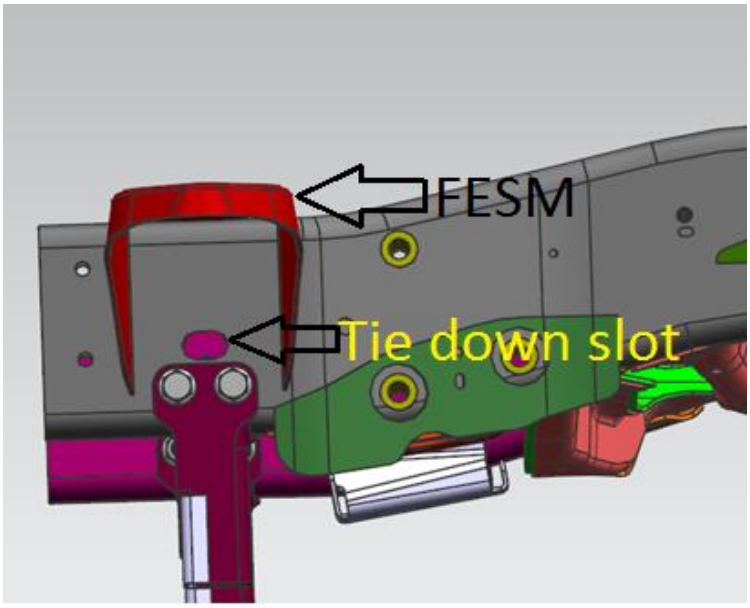
<u>The present addendum is only for DJ 4X4 2014 truck and later, with bracket on front tie down slot, to be transported by ground</u>

- To identify a DJ 4X4 truck, examine the wheel. It must have 8 stud bolts.
- Above the front right tire, the disconnected front axle harness is visible.
- When the truck is over the trailer, notice under it a bracket in the front tie down slot.

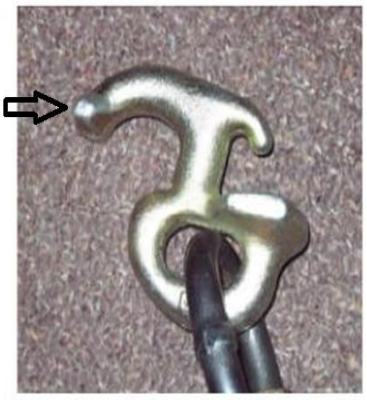


This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions are located on page 43.



"R" hook



Process of securement

- The truck must be placed on trailer following the "Vehicle Shipping Manual" guidelines.
- At the front of the truck, use an **external** tie down slot, below the FESM.
- Insert the "R" hook with the longer leg facing to the rear of the truck and then the hook must be rotated with the longer leg facing upwards.
- The "R" hooks must be placed carefully to ensure proper engagement.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimension located on page 43.

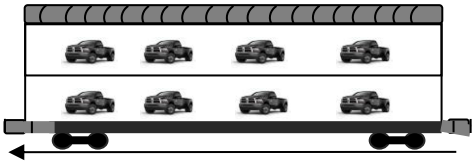
•At the rear of the truck, identify the tie down slots and proceed as per "Vehicle shipping Manual"

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

RAM

Weights & Dimensions are located on page 43.

Guidelines for Rail Transport:



- Loading is restricted to Bi-level railcars.
- Spotter required for all loading / unloading.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end enclosures.
- Units must be positioned 3" from bumper to bumper and 5" between bumper and end door.
- A minimum of 3" roof clearance must be maintained.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the size of the vehicle**.**
- Standard Cab models have longer doors than Quad Cab models.

Chocks:

- All units must be secured using a 6-point chocking system when supplemental block chocks are not available.
- Additional chocks should be placed on the inboard side of both the front and rear tire on the same side of the vehicle, alternating sides throughout the railcar.
- **When railcars are equipped with supplemental block chocks:**
  - All four tires should utilize the supplemental block chock on the inboard side of the tire, placed between 1" to 3" away from the tire.
- **When railcars are equipped with supplemental AVR's –**
  - Vehicle should still utilize the 6-point chocking method.
  - AVR's should be placed on the outboard side of all four tires and NOT the inboard side.

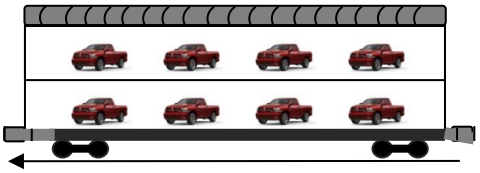
Guidelines for Haulaway Transport:

- R-hooks are required.
- Units with tonneau cover must be loaded forward to prevent wind damage
- Use extreme caution when loading these very wide vehicles.

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions are located on page 43.

Guidelines for Rail Transport:



- Loading is restricted to Bi-level railcars.
- If upfit with a bed or workbox a spotter is required for loading/unloading
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end enclosures.
- Units must be positioned 3" from bumper to bumper and 5" between bumper and end door.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the size of the vehicle**.**
- Standard Cab model has longer doors than Quad Cab model.

Chocks:

- All units must be secured using a 6-point chocking system when supplemental block chocks are not available.
- Additional chocks should be placed on the inboard side of both the front and rear tire on the same side of the vehicle, alternating sides throughout the railcar.
- **When railcars are equipped with supplemental block chocks:**
  - All four tires should utilize the supplemental block chock on the inboard side of the tire, placed between 1" to 3" away from the tire.
- **When railcars are equipped with supplemental AVR's:**
  - Vehicle should still utilize the 6-point chocking method.
  - AVR's should only be placed on the outboard side of all four tires and NOT the inboard side.

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Vehicle	Length	Width (with Mirrors)	Width (with Folded Mirrors)	Width (w/o Mirrors)	Height		Wheelbase	Weight (lbs.)		Track Front	Track Rear	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest								
DS														
1500 REG CAB 6'4" BOX	209.0	103.5	84.6	79.4	75.4	74.6	120.5	4,376	4,913	68.6	67.5	15.6	21.0	21.5
1500 REG CAB 8' BOX	231.0	103.5	84.6	79.4	75.3	74.4	140.5	4,525	5,171	68.6	67.5	15.7	20.0	17.2
1500 QUAD CAB 6'4" BOX	229.0	103.5	84.6	79.4	77.9	73.5	140.5	4,774	5,585	68.6	67.5	15.7	20.5	17.2
1500 QUAD CAB 6'4" BOX AIR SUSPENSION	237.9	103.5	84.6	79.4	75.8	75.8	140.5	4,774	5,585	68.6	68.0	13.8	18.7	13.1
1500 CREW CAB 5'7" BOX	229.0	103.5	84.6	79.4	77.6	73.5	140.5	4,990	5,758	68.6	67.5	15.7	20.5	17.2
1500 CREW CAB 5'7" BOX AIR SUSPENSION	229.0	103.5	84.6	79.4	75.5	75.5	140.5	4,990	5,758	68.6	68.0	13.8	18.7	13.1
1500 CREW CAB 6'4" BOX	237.9	103.5	84.6	79.4	77.5	73.4	149.5	4,934	5,571	68.6	67.5	16.0	20.4	16.4
1500 CREW CAB 6'4" BOX AIR SUSPENSION	237.9	103.5	84.6	79.4	75.4	75.4	149.5	4,934	5,571	68.6	68.0	13.8	18.6	12.4
DJ														
2500 REG CAB 8' BOX	230.4	103.5	84.6	79.4	78.8	75.5	140.2	5,259	7,304	68.7	68.1	18.7	21.6	16.4
2500 REG CAB 8' BOX AIR SUSPENSION	230.4	103.5	84.6	79.4	78.1	74.8	140.2	5,259	7,304	68.7	68.1	20.0	16.9	14.1
2500 CREW CAB 6'4" BOX	237.4	103.5	84.6	79.4	80.1	76.9	149.1	5,766	7,784	68.7	68.1	18.8	22.3	15.4
2500 CREW CAB 6'4" BOX AIR SUSPENSION	237.4	103.5	84.6	79.4	78.5	75.3	149.1	5,766	7,784	68.7	68.1	19.9	17.6	13.4
2500 CREW CAB 8' BOX	259.4	103.5	84.6	79.4	79.9	76.7	169.1	5,795	7,794	68.7	68.1	18.8	21.3	13.9
2500 CREW CAB 8' BOX AIR SUSPENSION	259.4	103.5	84.6	79.4	78.5	75.3	169.1	5,795	7,794	68.7	68.1	19.9	16.9	12.3
2500 MEGA CAB 6'4" BOX	248.4	103.5	84.6	79.4	80.0	77.9	160.2	6,570	8,037	67.7	67.1	20.9	23.8	16.2
2500 MEGA CAB 6'4" BOX AIR SUSPENSION	248.4	103.5	84.6	79.4	78.5	76.4	160.2	6,570	8,037	67.7	67.1	22.0	19.1	14.4
2500 POWERWAGON CREW CAB 6'4" BOX	237.4	103.5	84.6	79.4	81.0	81.0	149.3	7,074	7,217	68.6	68.0	33.6	26.2	23.5
D2														
3500 REG CAB 8' BOX SRW	230.4	103.5	84.6	96.5	79.3	77.7	140.4	5,338	7,149	67.9	67.3	20.9	24.0	18.9
3500 REG CAB 8' BOX SRW AIR SUSPENSION	230.4	103.5	84.6	96.5	78.4	77.2	140.4	5,338	7,149	67.9	67.3	21.3	22.3	18.0
3500 REG CAB 8' BOX DRW	230.4	103.5	84.6	96.5	78.5	76.9	140.4	5,650	7,511	69.5	75.8	19.1	23.2	17.6
3500 REG CAB 8' BOX DRW AIR SUSPENSION	230.4	103.5	84.6	96.5	77.5	76.4	140.4	5,650	7,511	69.5	75.8	19.5	21.5	16.7
3500 CREW CAB 6'4" BOX SRW	237.4	103.5	84.6	79.5	80.0	78.4	149.3	5,802	7,787	67.9	67.3	20.9	24.8	17.8
3500 CREW CAB 6'4" BOX SRW AIR SUSPENSION	237.4	103.5	84.6	79.5	78.9	77.9	149.3	5,802	7,787	67.9	67.3	21.3	23.1	17.0
3500 CREW CAB 8' BOX SRW	259.4	103.5	84.6	79.5	79.2	78.0	169.2	5,840	7,719	67.9	67.3	21.1	23.3	16.0
3500 CREW CAB 8' BOX SRW AIR SUSPENSION	259.4	103.5	84.6	79.5	78.9	77.7	169.2	5,840	7,719	67.9	67.3	21.3	22.1	15.4
3500 CREW CAB 8' BOX DRW	259.4	103.5	84.6	96.5	78.9	77.4	169.3	6,215	8,216	69.5	75.8	19.2	22.9	14.8
3500 CREW CAB 8' BOX DRW AIR SUSPENSION	259.4	103.5	84.6	96.5	78.0	76.9	169.3	6,215	8,216	69.5	75.8	19.5	21.3	14.2
3500 MEGA CAB 6'4" BOX SRW	248.4	103.5	84.6	79.5	79.3	78.1	160.3	6,549	8,108	67.9	67.3	21.0	24.2	16.7
3500 MEGA CAB 6'4" BOX SRW AIR SUSPENSION	248.4	103.5	84.6	79.5	78.9	77.8	160.3	6,549	8,108	67.9	67.3	21.3	23.0	16.0
3500 MEGA CAB 6'4" BOX DRW	248.4	103.5	84.6	96.5	78.4	77.3	160.3	7,045	8,287	69.5	75.8	19.2	23.4	15.5
3500 MEGA CAB 6'4" BOX DRW AIR SUSPENSION	248.4	103.5	84.6	96.5	78.0	77.0	160.3	7,045	8,287	69.5	75.8	19.5	22.2	14.8
DD														
3500 REG CAB 60" CA SRW	234.3	103.5	84.6	78.9	79.3	79.3	143.6	5,460	6,477	67.7	67.1	24.8	25.0	19.7
3500 REG CAB 60" CA DRW	234.3	103.5	84.6	91.7	78.9	78.9	143.5	5,806	6,823	69.6	71.9	23.7	24.6	19.0
3500 REG CAB 84" CA DRW	258.3	103.5	84.6	91.7	78.7	78.7	167.5	5,892	6,949	69.6	71.9	23.8	24.4	17.7
3500 CREWCAB 60" CA SRW	263.2	103.5	84.6	79.1	79.8	79.8	172.5	5,900	6,993	67.7	67.1	24.9	24.7	16.6
3500 CREW CAB 60" CA DRW	263.2	103.5	84.6	91.7	79.4	79.4	172.4	6,284	7,343	69.6	71.9	23.8	24.3	15.9
DP														
4500 REG CAB 60" CA	234.3	103.5	84.6	93.0	80.4	80.4	144.4	6,498	7,658	76.0	73.6	25	27.4	22.1
4500 REG CAB 84" CA	258.3	103.5	84.6	93.0	80.1	80.1	168.4	6,663	7,810	76.0	73.6	25.1	27	18.7
4500 REG CAB 108" CA	282.3	103.5	84.6	93.0	79.9	79.9	192.2	6,648	7,929	76.0	73.6	25.2	27	15.8
4500 REG CAB 120" CA	294.3	103.5	84.6	93.0	79.8	79.8	204.2	6,676	7,990	76.0	73.6	25.3	27.1	14.6
4500 CREW CAB 60" CA	263.2	103.5	84.6	93.0	80.9	80.9	173.3	7,076	8,200	76.0	73.6	25.1	26.9	18
4500 CREW CAB 84" CA	287.2	103.5	84.6	93.0	80.7	80.7	197.1	7,216	8,281	76.0	73.6	25.2	26.9	15.9
5500 REG CAB 60" CA	234.3	103.5	84.6	93.0	80.4	80.4	144.4	6,552	7,667	76.0	73.6	25	27.4	22.1
5500 REG CAB 84" CA	258.3	103.5	84.6	93.0	80.1	80.1	168.4	6,678	7,799	76.0	73.6	25.1	27	18.7
5500 REG CAB 108" CA	282.3	103.5	84.6	93.0	79.9	79.9	192.2	6,648	7,943	76.0	73.6	25.3	26.8	15.8
5500 REG CAB 120" CA	294.3	103.5	84.6	93.0	80.1	80.1	204.2	6,676	8,021	76.0	73.6	25.1	28.2	15.1
5500 CREW CAB 60" CA	263.2	103.5	84.6	93.0	80.9	80.9	173.3	7,059	8,183	76.0	73.6	25.1	26.9	18
5500 CREW CAB 84" CA	287.2	103.5	84.6	93.0	80.6	80.6	197.1	7,252	8,353	76.0	73.6	25.2	26.6	15.8