

Haulway Loading and Securement Standards

These requirements are to be followed when handling any Chrysler Group LLC 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 a Chrysler Group LLC vehicle follows the individual vehicle loading instructions.



DODGE



Jeep

SRT



Apparel:

- No exposed metal – zippers, buttons, rivets on jeans, watches, chains, rings, etc.
- Do not wear gloves when inside vehicle.
- Safety vests 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.
- 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 Haulway 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.
- 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 Haulway tie-down methods:

Strap

(strap must run parallel with tread)



“R” hook



“T” hook

(only on certain slots on certain vehicles)



Rail Loading and Securement Standards

These requirements are to be followed when handling any Chrysler Group LLC 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 a Chrysler Group LLC vehicle follows the individual vehicle loading instructions.



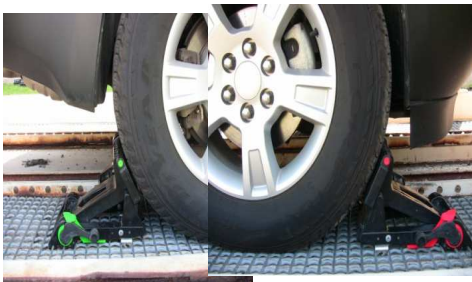
Apparel:

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

Loading/Unloading:

- Decks, Buck loaders, 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 three inches in deck height.
- Loading is not permitted in cases where Buck loader extends above the deck by more than one inch.
- All folding mirrors should be folded inward.
- Must not exceed 5mph on the loading/unloading 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.
- 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



Tri-level
Standard Car
Co-Polymer
Chock



Bi-level Zeftec AVR
Supplemental Chock



Bi-level Holden Supplemental
Block Chock



Tri-level
Thrall
Chock



Ocean Loading and Securement Standards

These requirements are to be followed when handling any Chrysler Group LLC 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 a Chrysler Group LLC vehicle follows the individual vehicle loading instructions.

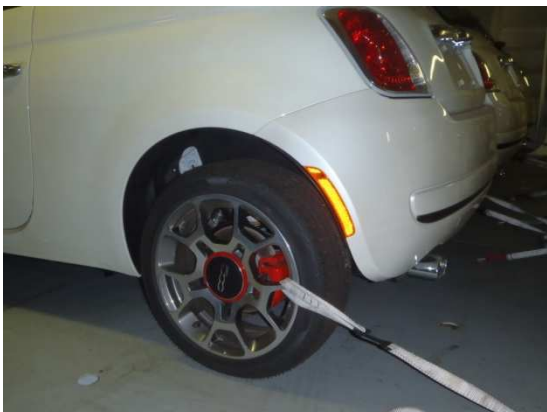


Apparel:

- No exposed metal – zippers, buttons, rivets on jeans, watches, chains, rings, etc.
- Do not wear gloves when inside vehicle.
- Safety vests 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 not exceed 5mph on the loading/unloading 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.
- Vehicle must be lashed in front and rear on opposite sides.
- Wheel lashing is not allowed unless specifically stated on the individual load sheet.
- 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.



Truck Handling, Loading, and Securement Standards for Shipping the: Alfa Romeo 4C



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.



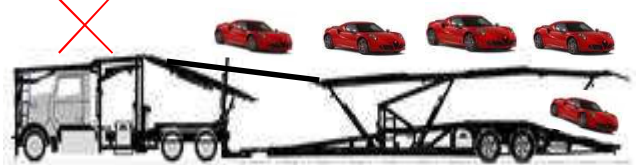
Weights & Dimensions	Overall Length	Width with Folded Mirrors	Overall Width with Mirrors	Overall Width without Mirrors	Height	Wheelbase	Min Weight (lbs)	Max Weight (lbs)	Approach Angle	Departure Angle
Alfa Romeo 4C	157.1"	74.1"	82.3"	72.5"	46.6"	93.7"	NA	2417	8.39°	NA



Guidelines for Haulway Transport:

- Strap / Soft tie securement only on these models.
- Vehicle is restricted to the last position on the bottom deck and the entire top deck. The CS-09LS3 model will be restricted from loading this model on the head rack due to inadequate clearance.
- There is a high potential for fascia and rocker panel damage, thus 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.

The CS-09LS3



Ocean unloading:

- Rubber mats are required at destination port to eliminate the drop between the ramp and the ground.

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						
300 DOM	199.2	75.3	83.0	74.9	59.2	58.4	120.2	3916	4335	14.2°	15.5°	11.4°
300 BUX	199.5	74.8	83.3	74.9	58.7	58.6	120.2	3943	4328	14.4°	16.2°	11.8°
300 SRT (DOM/BUX)	200.3	74.8	83.3	74.9	59.2	58.3	120.2	4297	4331	12.0°	14.3°	10.9°
Challenger DOM	197.7	74.8	75.7	85.8	57.7	57.4	116.2	3789	4117	12.8°	16.6°	12.3°
Challenger BUX	197.7	74.8	75.7	85.8	57.7	57.4	116.2	3800	4108	12.8°	16.6°	12.3°
Challenger SRT (DOM/BUX)	198.0	74.8	85.0	75.7	57.7	57.2	116.2	4131	4362	11.9°	16.4°	11.2°
Charger DOM	199.9	74.8	82.6	75.0	59.2	58.2	120.2	3843	4373	11.4°	15.5°	11.4°
Charger BUX	199.9	74.8	82.6	75.0	59.2	58.2	120.2	3865	4171	11.4°	15.5°	11.4°
Charger SRT (DOM/BUX)	201.2	74.8	82.0	75.0	59.2	58.2	120.0	4191	4420	11.6°	14.3°	11.0°



Guidelines for Rail Transport:

- Loading is restricted to Tri-level railcars, unless authorization is given by Chrysler 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 enclosures.
- Minimum of 3" roof clearance must be maintained.
- Position the vehicle on Tri-levels with tires no closer than half an inch (1/2") 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 exiting and entering the driver's door to load/off load this vehicle as vehicle has minimal side clearances when door opened/closed.
- A stop condition is required when pulling onto or off of the buck loader / ramp.
- To avoid damage to the front fascia, drive **VERY SLOWLY** up and down the buck loader / ramp.



Guidelines for Haulaway Transport:

- 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.
- **Hellcat units are restricted to only 4 per load (3 on the last positions of the upper deck and 1 on the last position of the lower deck), and using certified equipment (Next Gen / or models that ensure NO damage for low profile vehicles).**



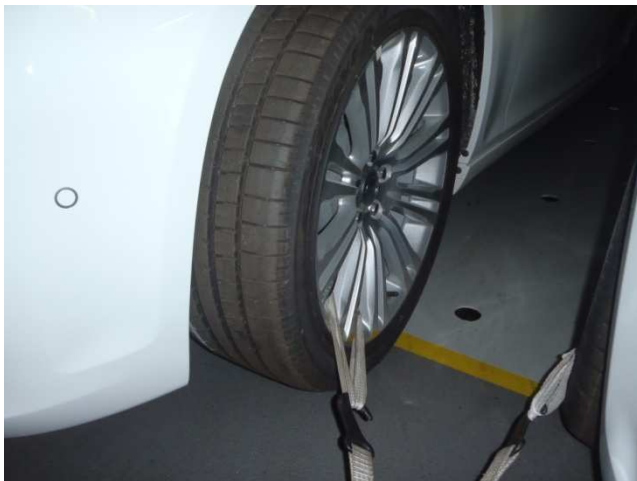
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Guidelines for Ocean Transport:

- A stop condition is required when either entering 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 clearance vehicle.
- **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



Fixed loop in rear



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.

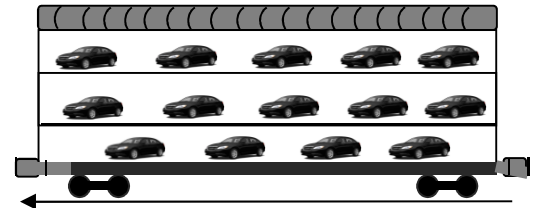


Weights & Dimensions	Overall Length	Width with Folded Mirrors	Overall Width with Mirrors	Overall Width without Mirrors	Height	Wheelbase	Min Weight (lbs)	Max Weight (lbs)	Approach Angle	Departure Angle
Chrysler 200 (UF)	192.3"	74.1"	81.7"	73.7"	58.7"	108.0"	3,366	3,723	12.8°	18.0°



Guidelines for Rail Transport:

- Loading is restricted to Tri-level railcars, unless authorization is given by Chrysler 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 enclosures.
- 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 (1/2"), 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 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 if damage is to be avoided to undercarriage/front fascia as this is a low clearance vehicle.



Guidelines for Haulway 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:

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

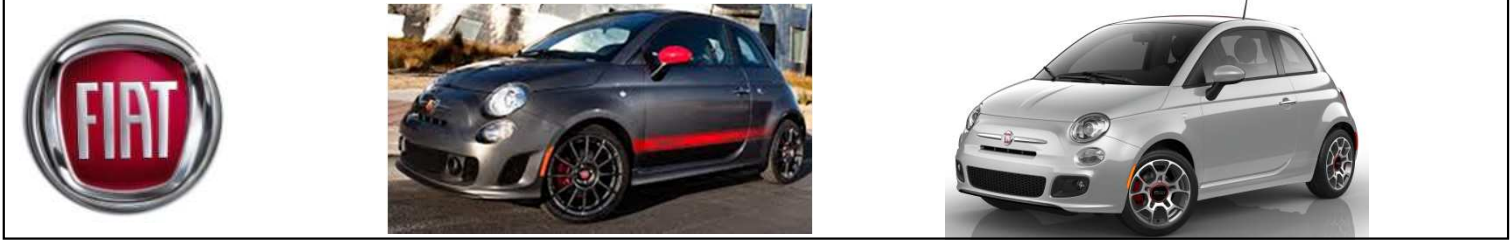
Wheel lash in front



Wheel lash in rear



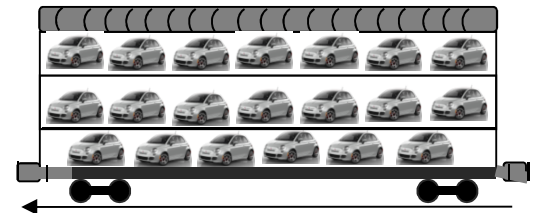
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width 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						
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 Chrysler 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 enclosures.
- 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 (1/2"), 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 exiting and entering the driver's door to load/unload this vehicle due to restricted side clearances on rail when door is opened.
- **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:

- The tire width to unload through a railcar and over the bridge plates is very tight; there is a possibility of falling between the plates/Buck loader. 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.
- There is a notably tight clearance between securement devices and the unit.

Guidelines for Haulway 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 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 clearance vehicle.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**
- This vehicle must be lashed through the wheels as there are no other provisions on this model.

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.

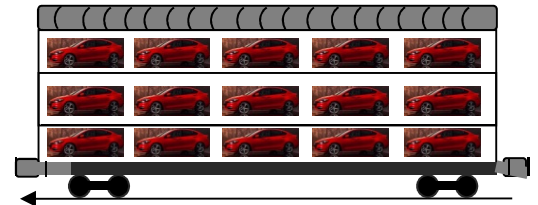


Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Dodge Dart	183.9	73.7	80.6	72.0	57.7	57.4	106.4	3055	3276	13.7°	16.2°	18.0°
Dodge Dart (Eco)	183.9	73.7	80.6	72.0	57.7	57.4	106.5	3001	3012	11.8°	17.5°	15.4°
Dodge Dart BUX	183.9	73.7	80.6	72.0	57.7	57.4	106.4	3123	3233	13.7°	16.2°	18.0°



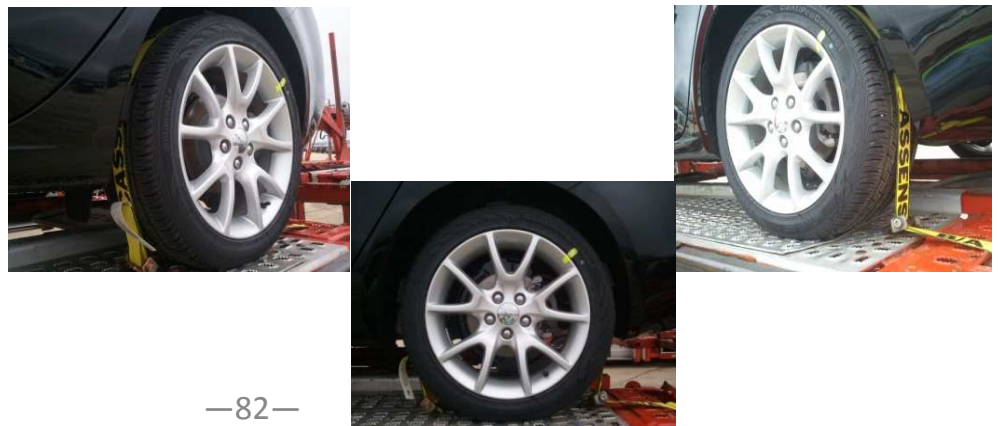
Guidelines for Rail Transport:

- Loading is restricted to Tri-level railcars, unless authorization is given by Chrysler 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 1/2" 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 enclosures.
- 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 (1/2"), 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 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 if damage is to be avoided to undercarriage/front fascia as this is a low clearance 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 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 clearance vehicle.
- **This unit must be wheel 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.**

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.

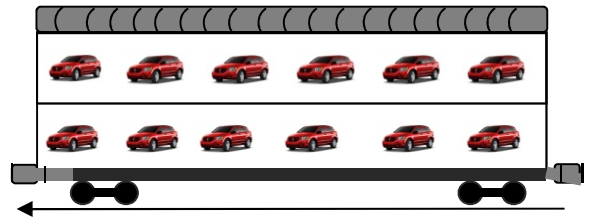


Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Compass DOM	175.1	71.5	79.1	71.3	66.3	65.0	103.7	3007	3355	19.5°	28.5°	20.3°
Compass BUX	175.8	71.5	79.1	71.3	65.4	64.9	103.7	3029	3268	19.6°	28.0°	20.3°
Patriot DOM	173.9	71.3	80.8	71.1	66.7	65.5	103.7	3037	3379	26.3°	28.5°	20.3°
Patriot BUX	174.2	71.3	80.8	71.1	65.8	65.3	103.7	3098	3274	20.0°	27.9°	20.3°



Guidelines for Rail Transport:

- Loading is restricted to B1-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 enclosures.
- Front and rear chocks should be placed in the high setting.
- 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 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..
- 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.
- **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.
- Tow eye in the rear located in the on the left side of the vehicle.

Fixed loop in front



Tow Eye in rear



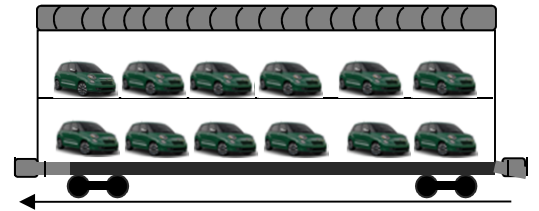
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width 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						
FIAT 500L	171.3	74.6	79.4	70.2	76.1	65.0	102.8	3109	3146	14.6°	15.0°	16.3°

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 per deck and to maintain adequate spacing.
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6) to maximize the distance between vehicles and between vehicles and end enclosures.
- Front chock should be placed in the low setting
- Rear chocks should be placed in the mid setting.
- 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 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.
- 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 clearance vehicle.
- **This unit must be wheel 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.**

Wheel lash in front



Wheel lash in rear



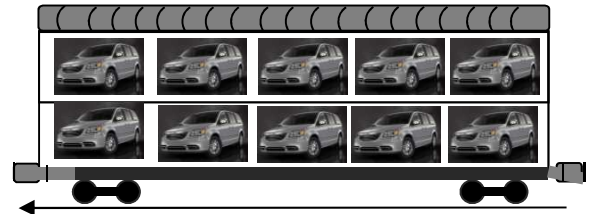
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width 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						
Town & Country DOM	203.8	80.6	88.5	78.7	69.5	68.5	121.2	4370	4645	14.7°	19.0°	15.0°
Town & Country BUX	205.4	80.6	88.5	78.7	69.3	69.3	121.2			14.7°	19.0°	
Lancia Grand Voyager	205.4	80.6	88.5	78.7	69.3	69.3	121.2	4370	4844	14.7°	19.0°	15.0°
Grand Caravan DOM	202.8	80.6	88.5	78.7	69.5	68.5	121.2	4289	4566	13.2°	19.0°	14.0°
Cargo Minivan	203.8	80.6	88.5	78.7	69.7	69.7	121.2	4071	4080	13.8°	20.1°	15.0°

Guidelines for Rail Transport:

- Loading is restricted to B1-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 enclosures.
- 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 – AVR's cannot be used on the front of the rear tires when running boards are present.
- 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 if damage is to be avoided to undercarriage/front fascia and the rocker panels.



Guidelines for Haulway 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.
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**
- Front lashing point is a fixed loop on the right side of the vehicle.
- Rear lashing point is a fixed loop on the left side of the vehicle.

Fixed loop in front



Fixed loop in rear



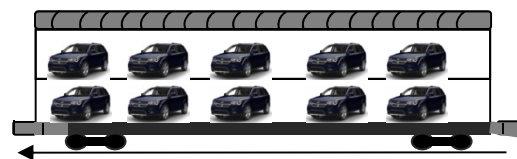
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

Weights & Dimensions	Overall Length (in)	Width 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 enclosures.
- 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.



Guidelines for Haulway Transport:

- Strap tie only as outlined on the "General Loading and Securement Standards for Haulway" page in this appendix.
- Make sure protective wrap guard is secure prior to leaving to prevent it blowing off in transit.



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.**
- Fixed loop in front located on the left side.
- Fixed loop in rear located on the right side.

Wheel lash in front and rear.



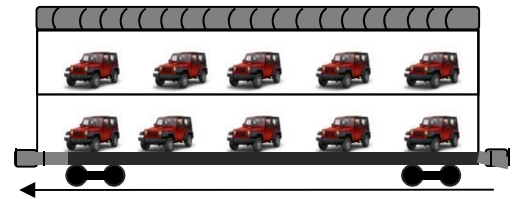
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width 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						
2 DR Wrangler DOM	157.5	71.0	76.6	73.9	71.3	70.0	95.4	3768	4019	38.7°	28.9°	
4 DR Wrangler DOM	181.3	71.0	76.6	73.9	71.3	70.9	116.0	4108	4349	38.6°	28.5°	
2 DR Wrangler BUX	157.5	71.0	76.6	73.9	71.3	70.0	95.4	3816	4226	38.7°	28.9°	
4 DR Wrangler BUX	181.3	71.0	76.6	73.9	71.3	70.9	116.0	4085	4543	38.6°	28.5°	

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 enclosures.
- Front and rear chocks should be placed in the high setting.
- 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.



Guidelines for Haulaway Transport:

- R Hook 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.



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 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						
Cherokee DOM	182	74.8	82.3	74.9*	68.2	66.1	106.3	3576	4273	16.2°	24.7°	17.8°
Cherokee BUX	182	74.8	82.3	72.5	68.2	66.1	106.3	3591	4272	16.7°	25.2°	18.0°



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 enclosures.
- Front and rear chocks should be placed in the high setting.
- 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.



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 .
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**
- There are no ocean tie down provisions on the Jeep Cherokee so this model must be wheel lashed.

Wheel lash in front



Cherokee

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 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
					Highest	Lowest					
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 / 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 enclosures.
- Front and rear chocks should be placed in the high setting.
- 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 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 Haulway Transport:

- Strap / Soft tie securement only on these models.

Special Notation:

Some vehicles are equipped with a radar lens in the front bumper fascia. The radar lens is a costly component and expensive repair. Please handle vehicles with care.



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.

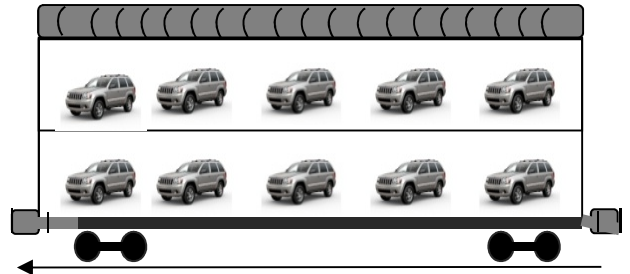


Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Grand Cherokee DOM	189.8	76.5	84.8	76.5	73.0	70.0	114.8	4410	5296	26.2°	24.0°	19.0°
Grand Cherokee BUX	189.8	76.5	84.8	76.5	73.0	69.9	114.8	4506	5165	26.2°	24.0°	19.0°
Durango	199.8	77.1	85.5	75.6	70.9	71.6	119.8	4607	5346	16.3°	21.5°	17.9°
Durango BUX	199.8	77.1	85.5	75.6	70.9	71.6	119.8			16.3°	21.9°	



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 enclosures.
- Minimum roof clearance, as well as between vehicles, must be maintained.
- Front and rear chocks should be placed in the high setting.
- 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.



Guidelines for Haulway 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 .
- **Do not lean on or touch unit while securing on vessel.**
- **Do not carry anything which may cause damage to the units while loading.**
- Cherokee
 - Fixed loop in the front on the right side of the vehicle, some models have the loop on both sides.
 - Fixed bracket in the rear located on the left side of the vehicle.
- Durango
 - There are no ocean tie down provisions on the Dodge Durango so this model must be wheel lashed.

Wheel lash in front



Grand Cherokee

Fixed loop in rear



Wheel lash in front



Dodge Durango

Wheel lash in rear



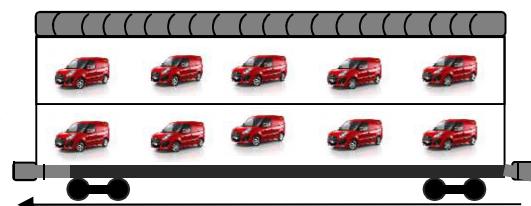
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length	Width with Folded Mirrors	Overall Width with Mirrors	Overall Width without Mirrors	Height	Wheelbase	Min Weight (lbs)	Max Weight (lbs)	Approach Angle	Departure Angle
ProMaster City Cargo	186.6"	72.8"	83.5"	72.1	75.9"	108.5	NA	3626.6	17.2°	29
ProMaster City Passenger	186.6"	72.8	83.5	72.1	74.6"	108.5	NA	NA	17.4	28

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 enclosures.
- Front and rear chocks should be placed in the high setting.
- 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 is opened/closed.
- **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 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.
- **When railcars are equipped with supplemental block chocks –**
 - All four tires should be double-chocked by applying the grate lock chock on the outboard side of the tire and supplemental block chock on the inboard. Block chocks should be placed between 1" to 3" away from the tire.
- **When railcars are equipped with supplemental AVR's –**
 - The AVR must be used on the outboard side of the front and rear tires.
 - When there is a load factor of eight, however, supplemental AVR's are to be used on the outboard and inboard of the double-chocked tire and the outboard of the single-chocked tire.
- The new 6-point system requires that the Holden chock is placed on the rear of the front tire, and the front of the rear tire on the same side of the vehicle, but can alternate sides throughout the railcar.

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) to maximize the distance between vehicles and also the distance between vehicles and end enclosures.
- Be aware of all height restrictions when loading and unloading.

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 / 136 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



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 Auto haul 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.



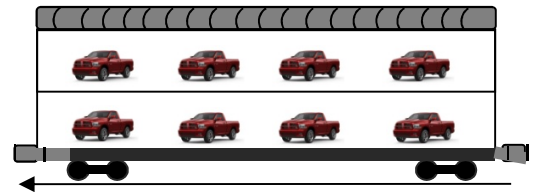
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Dims & Weights on page 66

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 enclosures.
- Front and rear chocks should be placed in the high setting.
- 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 is opened/closed.
- **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 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.
- **When railcars are equipped with supplemental block chocks –**
 - All four tires should be double-chocked by applying the grate lock chock on the outboard side of the tire and supplemental block chock on the inboard. Block chocks should be placed between 1” to 3” away from the tire.
- **When railcars are equipped with supplemental AVR’s –**
 - The AVR must be used on the outboard side of the front and rear tires.
 - When there is a load factor of eight, however, supplemental AVR’s are to be used on the outboard and inboard of the double-chocked tire and the outboard of the single-chocked tire.
- The new 6-point system requires that the Holden chock is placed on the rear of the front tire, and the front of the rear tire on the same side of the vehicle, but can alternate sides throughout the railcar.

Guidelines for Haulway Transport:

- R-hooks required for front and rear tie down slots, T-hook allowed for middle slot.
- Units with 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 ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Dims & Weights on page 66

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 either side of vehicle.
- Fixed bracket in the rear located on the left side of the vehicle.
- 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)



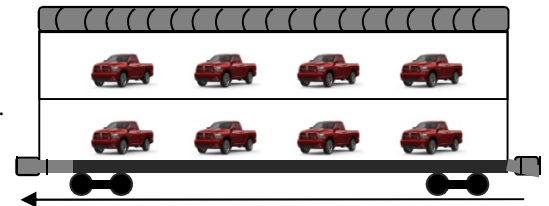
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Dims & Weights
 on page 66

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 enclosures.
- Front and rear chocks should be placed in the high setting.
- 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 is opened/closed.
- **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 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.
- **When railcars are equipped with supplemental block chocks –**
 - All four tires should be double-chocked by applying the grate lock chock on the outboard side of the tire and supplemental block chock on the inboard. Block chocks should be placed between 1” to 3” away from the tire.
- **When railcars are equipped with supplemental AVR’s –**
 - The AVR must be used on the outboard side of the front and rear tires.
 - When there is a load factor of eight, however, supplemental AVR’s are to be used on the outboard and inboard of the double-chocked tire and the outboard of the single-chocked tire.
- The new 6-point system requires that the Holden chock is placed on the rear of the front tire, and the front of the rear tire on the same side of the vehicle, but can alternate sides throughout the railcar.

Guidelines for Haulaway Transport:

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



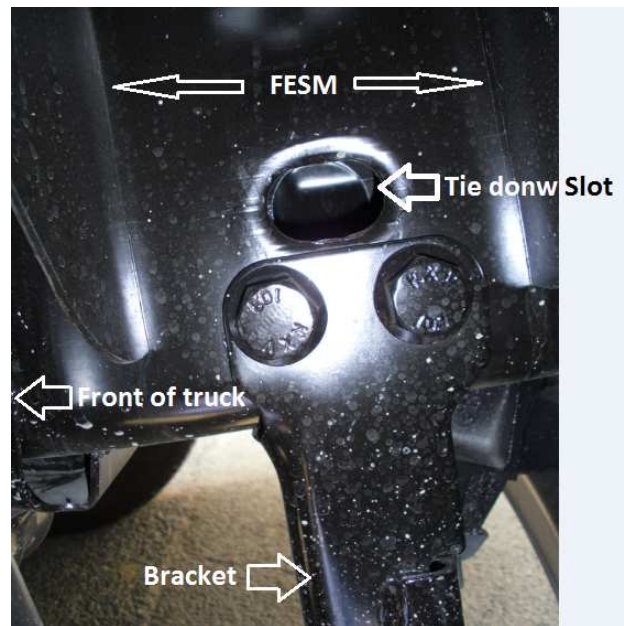
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Dims & Weights
on page 66

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

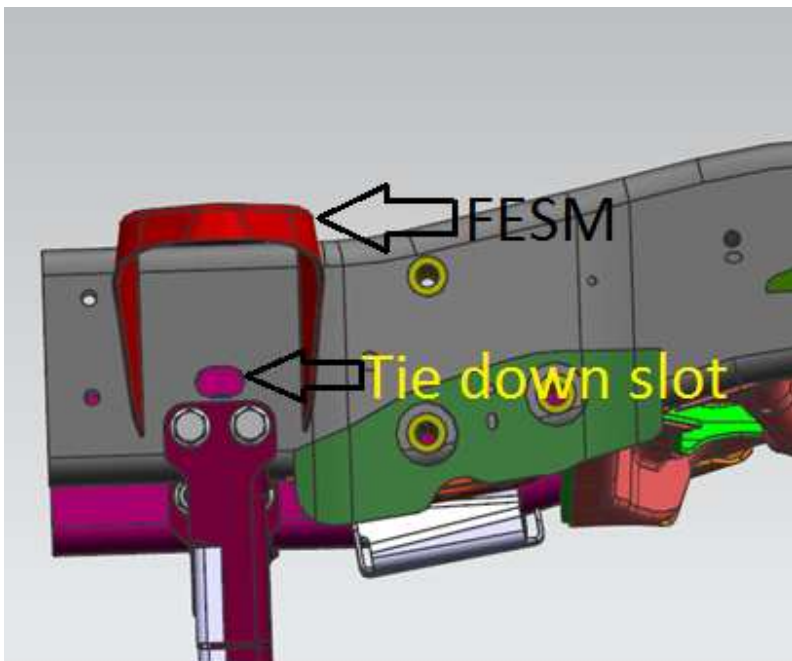
- To identify a DJ 4X4 truck, examine the wheel. It must have 8 stud bolts.
- Above the front right tire, the disconnected front axle harness is visible.
- When the truck is over the trailer, notice under it a bracket in the front tie down slot.



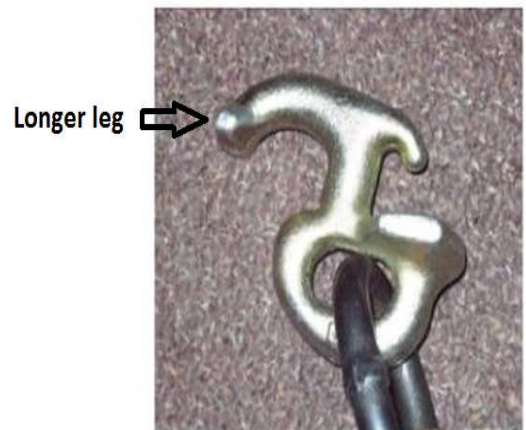
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Dims & Weights
on page 66



“R” hook



Process of securement

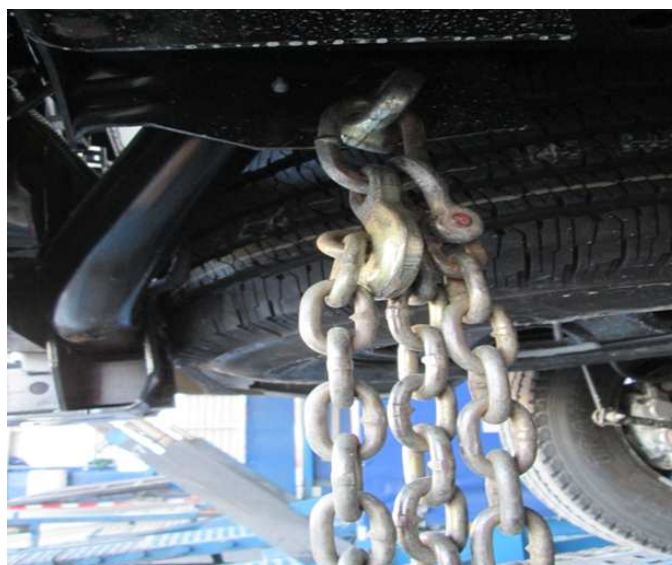
- The truck must be placed on trailer following the “Vehicle Shipping Manual” guidelines.
- At the front of the truck, use an **external** tie down slot, below the FESM.
- Insert the “R” hook with the longer leg facing to the rear of the truck and then the hook must be rotated with the longer leg facing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



Dims & Weights
on page 66

- At the rear of the truck, identify the tie down slots and proceed as per “Vehicle shipping Manual”



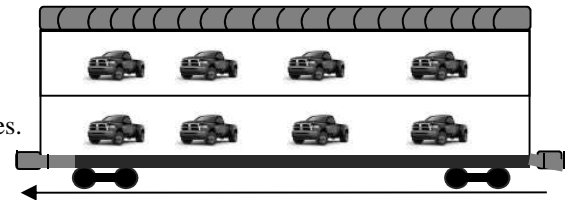
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Dims & Weights
on page 66

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.
- Front and rear chocks should be placed in the high setting.
- 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 is opened/closed.
- **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 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.
- **When railcars are equipped with supplemental block chocks –**
 - All four tires should be double-chocked by applying the grate lock chock on the outboard side of the tire and supplemental block chock on the inboard. Block chocks should be placed between 1” to 3” away from the tire.
- **When railcars are equipped with supplemental AVR’s –**
 - The AVR must be used on the outboard side of the front and rear tires.
 - When there is a load factor of eight, however, supplemental AVR’s are to used on the outboard and inboard of the double-chocked tire and the outboard of the single-chocked tire.
- The new 6-point system requires that the Holden chock is placed on the rear of the front tire, and the front of the rear tire on the same side of the vehicle, but can alternate sides throughout the railcar.

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.

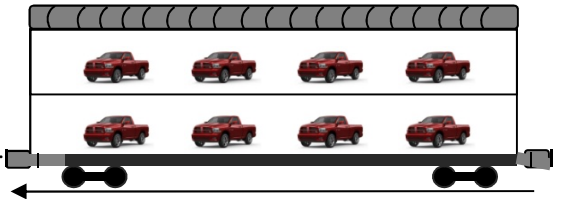


This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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.
- Front and rear chocks should be placed in the high setting.
- 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 is opened/closed.
- **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 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.
- **When railcars are equipped with supplemental block chocks –**
 - All four tires should be double-chocked by applying the grate lock chock on the outboard side of the tire and supplemental block chock on the inboard. Block chocks should be placed between 1” to 3” away from the tire.
- **When railcars are equipped with supplemental AVR’s –**
 - The AVR must be used on the outboard side of the front and rear tires.
 - When there is a load factor of eight, however, supplemental AVR’s are to be used on the outboard and inboard of the double-chocked tire and the outboard of the single-chocked tire.
- The new 6-point system requires that the Holden chock is placed on the rear of the front tire, and the front of the rear tire on the same side of the vehicle, but can alternate sides throughout the railcar.



**Dimension's & Weights for RAM Trucks;
RAM 1500, RAM, 2500, RAM 3500, RAM 4500, & RAM 5500**



Vehicle	Length	Width (with Mirrors)	Width (with Folded Mirrors)	Width (w/o Mirrors)	Height		Wheelbase	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	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	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	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	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	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	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	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	68.6	68.0	13.8	18.6	12.4
1500 CREW CAB 5'7" BOX POLICE PKG	229.0	103.5	84.6	79.4	77.5	73.5	140.5	67.5	67.5	17.8	21.2	16.9
1500 CREW CAB 6'4" BOX POLICE PKG	237.9	103.5	84.6	79.4	77.4	73.4	149.5	67.5	67.5	18.0	21.0	16.0
DJ												
2500 REG CAB 8' BOX	230.4	103.5	84.6	79.4	78.8	75.5	140.2	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	76.0	73.6	25.2	26.6	15.8