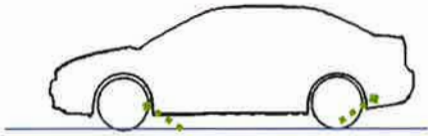


Ford and Lincoln Vehicles

Ford Focus



- For Haulaway, follow these load restrictions when loading: V-pull only using Ford approved T-hooks or over the tire soft straps, except when car is above cab facing reward, the driver must use over the tire soft straps on each tire (no chains).

Focus RS Specific Instructions:

- Strict adherence to the 1 mph rule when loading and unloading the vehicle must be followed to avoid damage
- Focus RS units can be loaded on both decks of the carhaul rig using over the tire soft straps on each tire (no chains). Driver to keep extreme precaution when loading RS units on the lower deck in particular over the transitions between access ramp and different elevation changes of the lower deck floor structure.
- Verify that the vehicle is equipped with 2 spacer blocks for each front wheel. There should be two spacer blocks per spring and can be easily seen by looking between the fender and tire on both sides of the vehicle (Front tires only).
- If spacer blocks are not on the vehicle, the vehicle should not be transported to the next destination. The yard operator and Fenkell should be notified.
- For Bi-level or Auto-Flex tri-level railcars using Grate-Lock® Chocks is recommended:



a) For Front Wheels:

- Chocks to be setup at lower level.
- Do not setup chocks to medium level due to less 3" clearance to rocker panel.



b) For Rear Wheels:

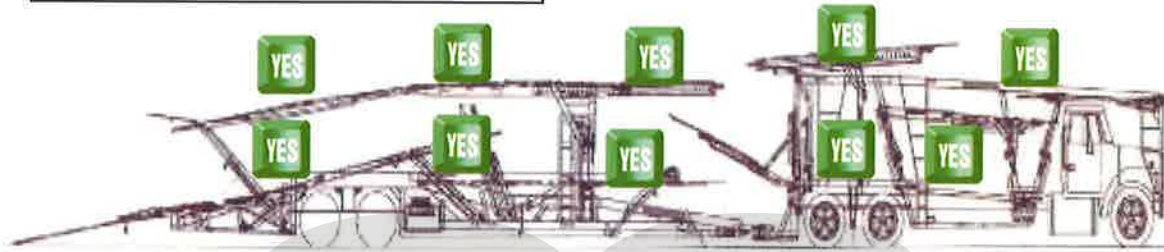
- Chocks to be setup at middle level.
- Do not use catcher chock (2" clearance to the tire) due to poor clearance to the rocker panel.



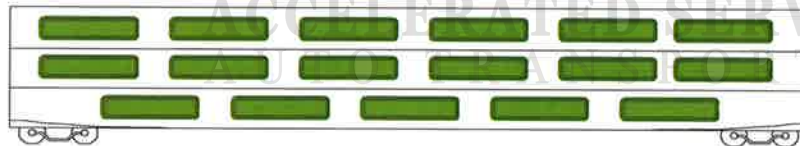
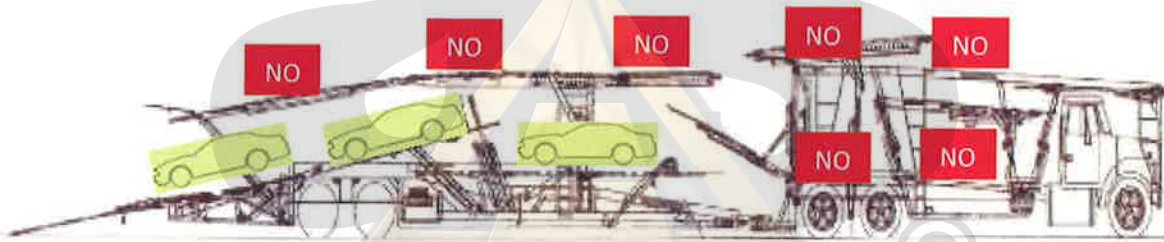
Focus ST Specific Instructions:

- Strict adherence to the 1 mph rule when loading and unloading the vehicle must be followed to avoid damage
- Focus ST units can only be loaded on the lower deck in the last 3 locations and must be facing rearward (backed on) only

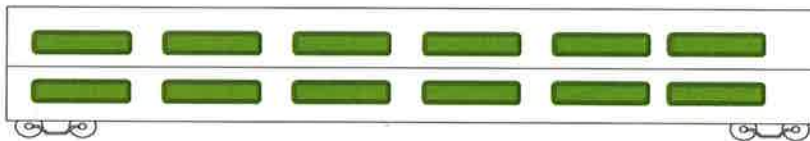
Focus RS Specific Loading Pattern (Rev. a)



Focus ST Specific Loading Pattern



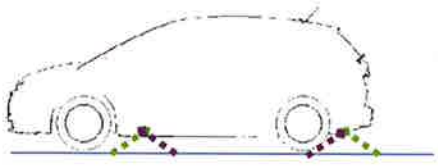
Focus RS only load allows
an extra unit on B and C



Focus RS only load allow six
(6) unit on B deck.

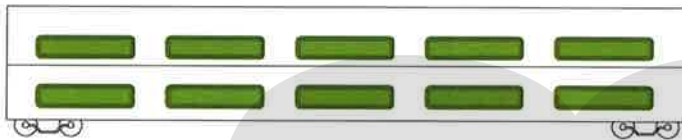
For Rail, there are no load position restrictions for the Focus, ST and RS.

Ford C-Max



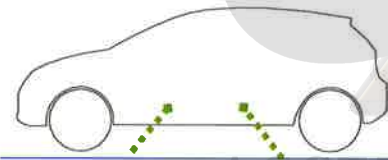
For Haulaway, there are no load position restrictions.

Apply either a "A-Pull" or "V-Pull" using Ford approved T-hooks. When using a V-pull operator must take extreme care not to make contact with the rear control arms.



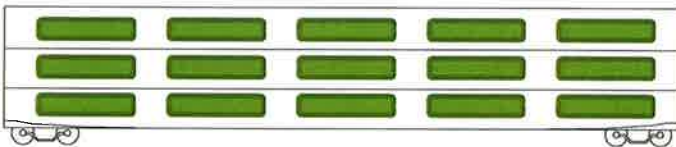
For Rail, there are no load position restrictions.

Ford Fiesta



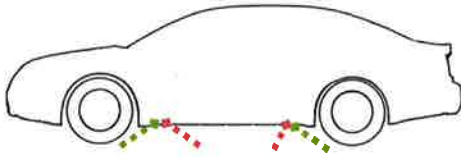
For Haulaway, the manual transmission Fiesta ST models are restricted from being loaded on backwards of the top deck.

Apply a "A-Pull" or "V-Pull" using Ford approved T-hooks.



For Rail, there are no load position restrictions.

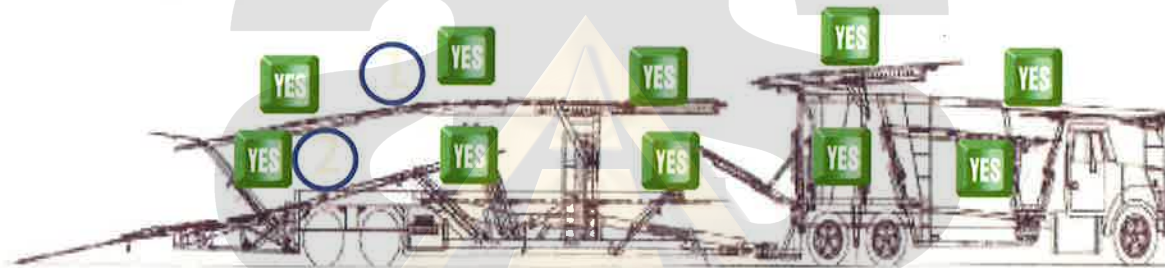
Continental



- For Haulaway, follow these load restrictions when loading: A- pull and V-pull only using Ford approved T-hooks or over the tire soft straps.
 - a. A or V pull. Tie down type will vary depending on position on the rack
- Approaching speed for the ramps no higher the 1 MPH.

Continental Specific Instructions:

- Loading on the lower and top deck only is permitted for transportation avoiding the conditions "1" and "2" described below.
- Drivers to avoid a sudden stop when the units is approaching and/or departing the loading ramps.



Location 1



Identified on the upper deck of Old Generation Car hauler models, that the floor deck does have a plate sagging over 2" in the indicated location, generating a low spot and causing a touching point condition loading in forward. Car hauler to avoid such condition, modifying units or using inserts that keeps over 2" the clearance from the underbody. Clearance issue reduced when loading units in reverse.



Front Tie Down Slots:

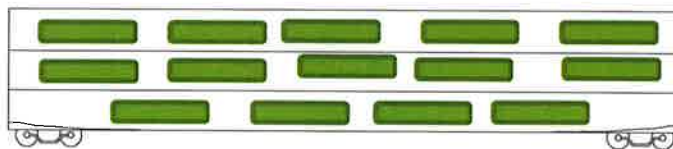
Slotted holes in frame behind front wheels:



A-Pull or V-Pull

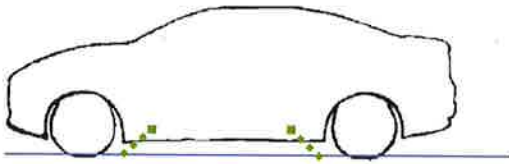
Rear Tie Down Slots

Slotted holes in frame in front of rear wheels:

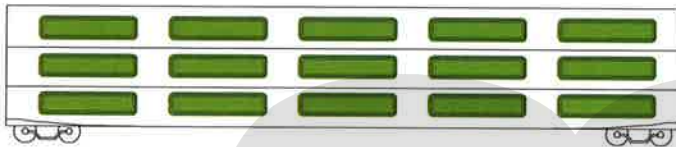
**V-Pull Front Tie Down Slots:****V-Pull Rear Tie Down Slots:****A-Pull Front Tie Down Slots:****A-Pull Rear Tie Down Slots:**

For Rail, only 4 Continentals can load on the "A" Deck and 5 on "B" and "C" deck.

Ford Fusion & Lincoln MKZ



**For Haulaway, there are no load position restrictions.
Apply a "A-Pull" using Ford approved T-hooks.**



Caution:

- 1) No MKZ's on A deck.
- 2) When loading Fusions in the A1 and A5 positions use extreme caution.

For Rail, there are no load position restrictions.

Ford Mustang

Warnings and Restrictions:

All Mustangs excluding the GT350 and 350R with manual transmissions should always be driven on in the forward orientation when loading on the top deck of any carhaul rig.

Mustang convertibles should always be driven on in the forward orientation and only be transported on the TOP deck of a haulaway rig. Under no circumstances can a convertible travel on the bottom deck.

Clutch Warning: Please advise all personnel to avoid slipping the clutch excessively when operating on any manual Mustang. Excessive slippage of the clutch may result in permanent damage to the clutch components. Make sure the transmission is in first gear before moving the vehicle forward, and make sure the transmission is in reverse before moving the vehicle backwards. Please note that the gear shift lever has a bias spring that may allow the vehicle to be shifted into third gear instead of first. Reverse is to the left of first gear and requires the driver to pull up on the lift ring for the V8, V6 and I4 Mustangs.

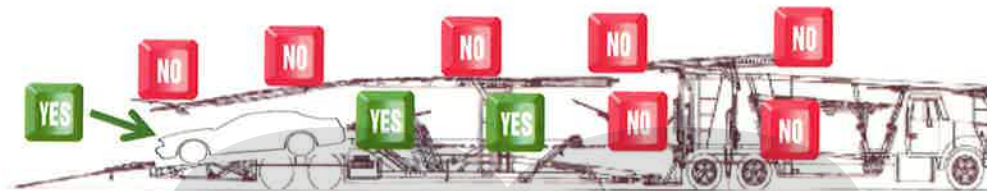
GT350 and 350R Special Instructions

The GT350 and 350R have a lower front fascia, so use extra care when loading to avoid damage. Extreme caution must be exercised for both the loading and unloading process. Strict compliance to the 5 mile per hour or less rule is of the utmost importance.

GT350 and 350R can be identified by the letter "Z" in the 8th position of the VIN.

The GT350 and 350R should never be part of any drive away program.

For Haulaway, Shelby GT 350 and 350R loading is restricted to only 3 positions on the BOTTOM deck in the reverse position only. No top deck loading in any direction (see illustration below).



*Do not park any GT350 or 350R over the pivot points in these three positions

For Rail, loading the Shelby GT 350 and 350R is restricted to the "B" and the "C" decks only. No loading allowed on "A" deck.

Ford Mustang – Loading Information:

Front Tie Down Slot:

Slotted hole in side rail alongside front tire:



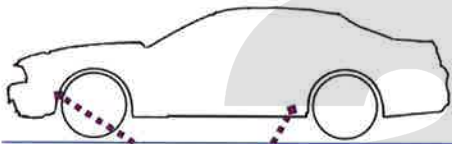
V-Pull only

Rear Tie Down Slot:

Slotted hole forward of rear wheel in side of torque box:



V-Pull Only



Apply a "V-Pull" using Ford approved T-hooks.



GT350 and 350R
should never be
loaded on the A-deck

For Rail, there are no load position restrictions with the exception of the GT350 and 350R on the A-deck.

Ford Taurus & Lincoln MKS

Front Tie Down Slots:

Slotted holes in frame behind front wheels:



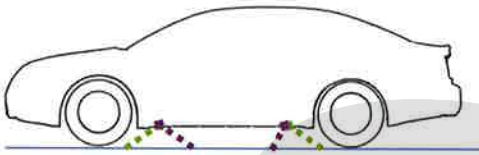
A-Pull or V-Pull Tie

Rear Tie Down Slots:

Slotted holes in frame in front of rear wheels:



A-Pull or V-Pull Tie



**For Haulaway, there are no load position restrictions.
Apply a A-Pull or V-Pull using Ford approved T-hooks.**



For Rail, there are no load position restrictions.

ACCELERATED SERVICES
AUTO TRANSPORTERS

Ford Explorer

Front Tie Down Slots:

Slotted hole in the bottom of frame:



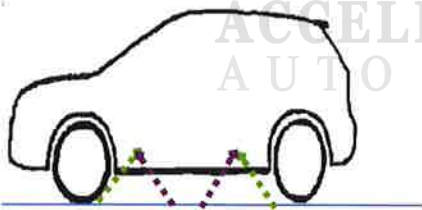
A-Pull or V-Pull Tie

Rear Tie Down Slots:

Slotted hole in bottom of frame:

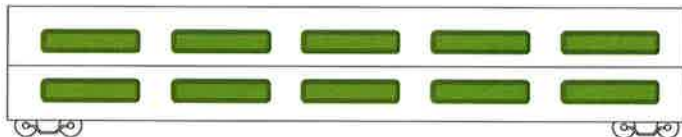


A-Pull or V-Pull Tie



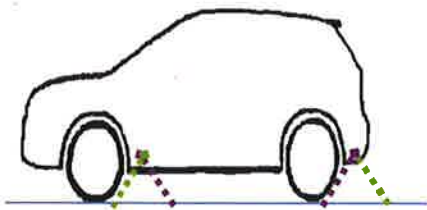
For Haulaway, there are no load position restrictions.

Apply either a "A-Pull" or "V-Pull" using Ford approved T-hooks.



For Rail, there are no load position restrictions. Please do not use AVR chocks on the front tires.

Ford Escape



For Haulaway, there are no load position restrictions.

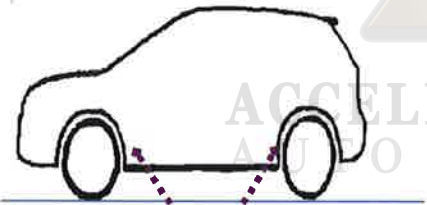
Apply either a “A-Pull” or “V-Pull” using Ford approved T-hooks.

Caution: For A-Pull be careful not to touch exhaust pipe. For V-Pull be careful not to touch the control arm.



For Rail, there are no load position restrictions. Please use chocks in the medium position on the front tires and the high position on the rear tires. No supplemental chocks should be used on the Escape model.

Lincoln MKC



For Haulaway, there are no load position restrictions.

Apply using a “V-Pull” using Ford approved T-hooks.



For Rail, there are no load position restrictions.

Ford E-Series

For Haulaway, do not load E-Series cutaways in backward orientation on the B deck. Do not adjust the seat back cushion to the point where it makes contact to the plastic closure. **Apply either a “A-Pull” or a “V-Pull” using Ford approved T-hooks**



For Rail, there are no load position restrictions.

Ford F-150

For Haulaway, the loading restrictions are:

- Apply a “V-Pull” using Ford approved T-hooks. Use “A- pull” only when the “V-Pull” is not possible.
- Mirrors can move away from the vehicle during the transport (due to wind/travel). Inspect mirrors on both sides before loading and unloading to make sure they are folded tight against the vehicle. Failure to adhere could cause contact to certain hoses/ and or parts of the haulaway truck.
- No unit with a drop-in bed liner (i.e. non-spray bed liner) or a tonneau cover should be backed on – these units should only be loaded facing forward.
- Care should be used to ensure that none of the hooks come in contact with the underbody components while securing or releasing the vehicle from the tie down chains. Chains should form 30– 50 degree angles in line with the tie down holes. Only T-Hooks should be used on all Ford products per existing Ford standards. Ensure that all 4 chains have been released before moving vehicles during unloading.
- Do NOT hit the “tailgate button” on the key FOB when handling the new F-150s. Hitting the tailgate button will cause the tailgate of the vehicle to come down, possible damaging the unit and the vehicle behind the unit
- Mandatory use of ramp extensions to access the upper and lower deck in order to provide a smooth transition from the ground level to both decks. DO not exceed 1mph at point of entry. Failing to do so will result in damage splash shield/air deflector spoiler.
- Drivers to remove chain links, and drop deck over the cabin to provide maximum clearance to the undercarriage, especially when unit is ready for departure. Failing to do so will result in scratches and damages to undercarriage components.

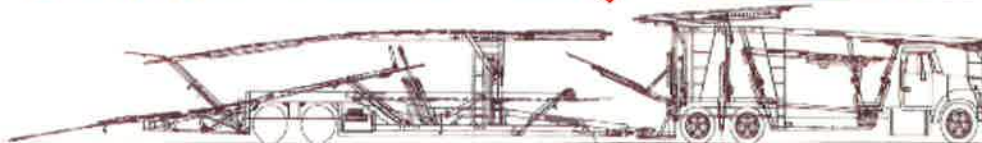
- The 2018MY F-150 can now include a Sail Fin Antenna. In order to help you identify F-150 Trucks with the Sail Fin Antenna, we have updated the ASN to include a unique code in the last space of the ASN.

ASN Identifier for Sail Fin Antenna could be any of the following codes (at the end of the ASN):

- a. 2
- b. 3
- c. B
- d. C



- Drivers to full extend sliders and setup smooth transition when loading 4x2 units with low profile air dam in order to avoid a touching condition. Make sure to leave engine on to assure a gradual transition at entry/exit point to the carhauler.



- For tie-down on haulaway carriers, the F150 Raptor has been approved for both “T-Hook” chain tie down and “Over the Tire” soft straps.
- Raptor is restricted to the rear two positions on the top deck only, as indicated in figure B.
- Car haulers to use access skids when loading units on upper deck (see figure A).
- Since the Raptor has a wider wheel track than the normal F150, special care must be taken to center the vehicle on the car hauler to ensure the best possible positioning on the car hauler tracks & decking.
- Strap over the tire as centered as possible to the tire
- Front Tie downs using “T Hook” - “V” tie-down only. Do not use “A” tie-down. Potential damage to the engine underbody shield

V-Pull Tie Down Locations:

Front “V” Tie Down:

This frame hole view is right side of vehicle behind front wheel:



Rear "V" Tie Down Holes:

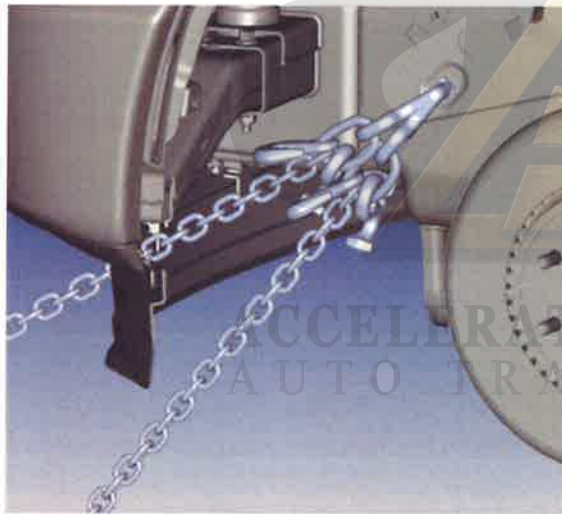
This frame hole view is right side of vehicle forward of rear wheel (axle):



A-Pull Tie Down Locations (Use only when V-Pull not possible).

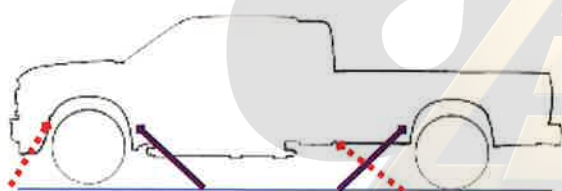
Front "A" Tie Down:

This front frame hole view is left side of vehicle forward of front wheel:



Rear "A" Tie Down Holes:

This rear frame hole view is right side of vehicle forward of the rear wheel (axle):



Solid purple line indicates V-Pull

Dashed red line indicates A-Pull (use only when V-Pull not possible)

For Haulaway, there are no load position restrictions besides clearance & weight distribution. Apply a "V-Pull" using Ford approved T-hooks.



For Rail, there are no load position restrictions

EcoSport

For Haulaway, the load restrictions when loading: A-pull or V-pull only using the Ford approved T-hooks or over the tire soft straps.

EcoSport Haulaway Instructions:

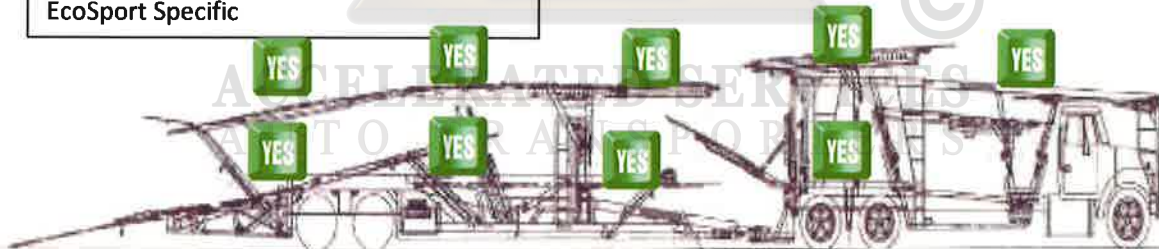
- Strict adherence to the 1 mph rule when loading and unloading the vehicle must be followed to avoid damage
- EcoSport can be loaded on both decks of the carhaul rig using over the tire soft straps (on each tire) or chain tie-downs using Ford T-hooks. Driver to use caution when loading; keeping as level as possible two consecutive segments avoiding change in elevation
- For T-hook pull, use the oblong holes located between the front and rear wheels, as indicated below. Do use the holes behind the rear wheels.





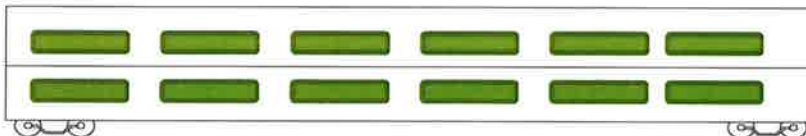
Do NOT USE the Oblong holes behind the rear wheel line. Potential pinch point (See pictures)

EcoSport Specific



Ecosport Rail Car Instructions:

- Strict adherence to the 1 mph rule when loading and unloading the vehicle must be followed to avoid damage. EcoSport is Bi-level product.



For Rail, there are no load position restrictions for EcoSport.