

# TRUCK AWAY POLICIES & PROCEDURES

## TIE-DOWN HOOKS

The R-Hook is the only tie-down hook authorized for use on Mitsubishi Vehicles.

### Note:

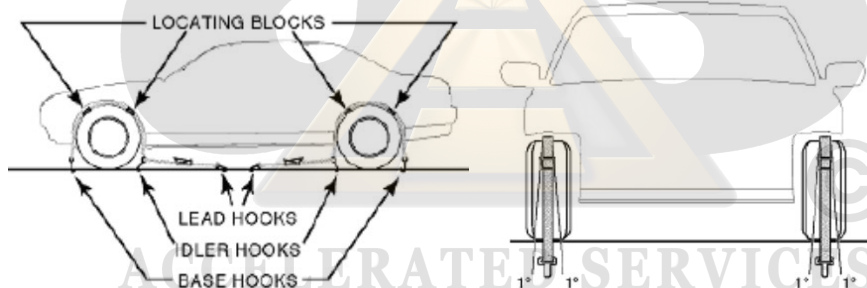
The front frame rail side slot location is no longer acceptable for tie-down. The rear frame rail side slot is still permissible for use with R-Hooks; however, there can be no contact with chains and undercarriage components.

MMNA will not permit any other type of hook or any other location on this vehicle to be used for securement.

## TIE-DOWN (NYLON STRAPS)

Straps and tie downs hardware must not contact any vehicle components other than the tire.

- The R-Hook is the only tie-down hook authorized for use on Mitsubishi Vehicles.
- Straps and tie down hardware must not contact cosmetic surfaces of wheels or wheel covers.
- 2" webbing strap with a working load rating of at least 3,000 lb. is required.
- Tie down straps must be used on all four wheels, regardless of the distance to be transported.
- Two tires cleats or locating blocks are to be used on each strap positioned at 10 o'clock and 2 o'clock (installer facing wheel) with blocks inserted into centermost tread groove.
- Fasten base hook on opposite side of tire in same relative position as base hook.
- Run lead hook and ratchet mechanism away from tire. Do not tighten, strap must not deform tire. Strap must not make contact with any part of vehicle body. Undercarriage, suspension, or wheel rim.
- Some auto transport trailers may be equipped with other types of nylon wheel straps; however, the only straps that are acceptable are those with a positive method of preventing the strap from sliding off the tire. Locating blocks, nets or cross straps are acceptable methods of strap retention.



## LOADING

- ♦ Automatic transmission must be placed in Park and manual transmission may be placed in gear or neutral position. Four-wheel drive vehicles must not be shipped in 4WD mode.
- ♦ Parking brake must be engaged.
- ♦ Chains must be clear of the wheel tread and positioned so they do not interfere with the undercarriage or suspension and do not touch any part of the vehicle. Chain links should not be twisted or knotted prior to tying down vehicles.
- ♦ Front and rear tie-down chains must exert opposing forces.
- ♦ Tie-down chain angles must be approximately 45 degrees on all units. The tie-down chains must never pull straight down and must be secured at all four points with equal amounts of tension.
- ♦ After tying down, a minimum two inch 2" (50.8mm) clearance must be maintained between the vehicle undercarriage and the trailer.
- ♦ After tying down, a minimum four inch 4" (101.6mm) clearance must exist between the vehicle roof, hood or decklid and the upper deck.
- ♦ Convertible tops must be fully closed and latched.
- ♦ After tying down, a minimum three inch 3" (76mm) clearance from vehicle bumpers or trailer must be maintained.

## KEYING PROCEDURES

### Automatic Transmissions:

- ◆ Ignition key should be left in the accessory position for vehicles with automatic transmissions. Transmission placed in Neutral. All accessories must be turned off.
- ◆ Doors are to remain unlocked.

### Manual Transmissions:

- ◆ Ignition key should be removed from the ignition and placed in the center console storage compartment. Transmission placed in Gear or Neutral. All accessories must be turned off.
- ◆ Doors are to remain unlocked.

**NOTE: DO NOT SEPARATE KEYLESS REMOTES FROM KEYS.**

