

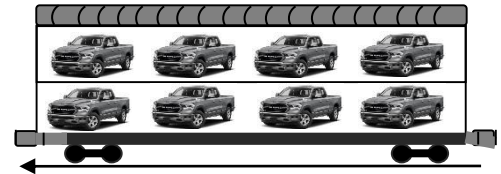
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a **HIGH** potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Length (inches)	Width (with Mirrors)	Width (with Folded Mirrors)	Width (w/o Mirrors)	Height		Wheelbase	Track Front	Track Rear	Approach Angle	Departure Angle	Breakover Angle	Weight (min lbs.)	Weight (max lbs.)
				Highest	Lowest								
233.71	97.70	81.01	87.97	82.22	79.76	145.14	74.37	74.00	30.36°	25.13°	25.16°	6,396.2	6,850.6

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.
- A minimum of 3" is required between vehicles and 5" between vehicle and end doors.
- 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 to avoid damage due to the size of the vehicle.

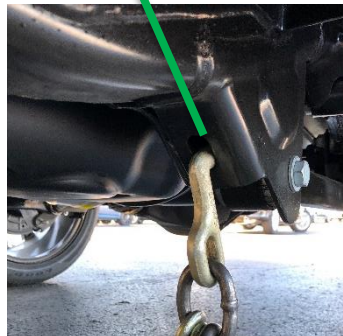
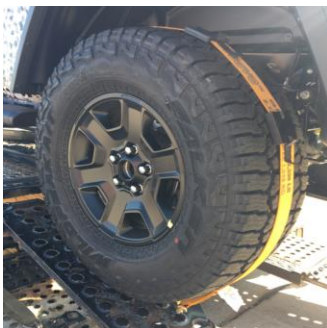


Chocks:

- All units must be secured using a 6-point chocking system.
- Approved chokes consist of grate lock and stay put chokes.

Guidelines for Haulaway Transport:

- **Extreme caution while loading due to large vehicle size.**
- Vehicle is restricted from loading on head rack.
- Vehicle can be secured with four soft tie straps over the tires. Additionally, chains (hard tie) can be utilized for additional securement measures. See approved tie down slots below.
- Only use R-hooks for hard tie down.
- 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 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 to avoid damage due to the size of the vehicle.
- **Securement Standard:** Fixed loop to both bumper hooks on the front side of the vehicle. Use wheel lashing if bumper hooks not available.
- Fixed bracket in the rear of vehicle located on the trailer hitch. Use wheel lashing if trailer hitch is not available.
- Lashing straps cannot contact any part of the vehicle other than the bumper hooks, wheels or trailer hitch.
- Do not lean on or touch unit while securing on vessel.

Wheel lash in front
(If no in bumper hooks)



Wheel lash in rear
(If no tow hitch available)

