

## **Ford Super Duty**

For Haulaway, the loading restrictions are:

- no unit should be put in a position where contact is made with the front air dam;
- 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.
- do not load 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 “V-Pull” using Ford approved T-hooks.

### **Ford Super Duty – Loading Information:**

#### **Front Tie Down Holes:**

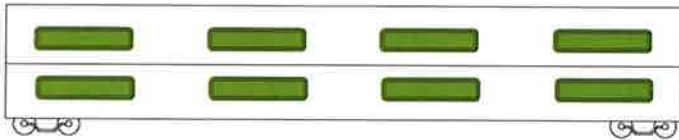
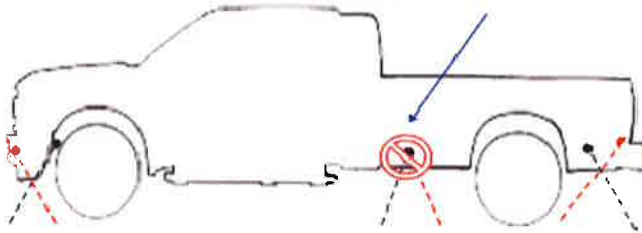


A-Pull or V-Pull Tie

#### **Rear Tie Down Holes:**



A-Pull or V-Pull Tie

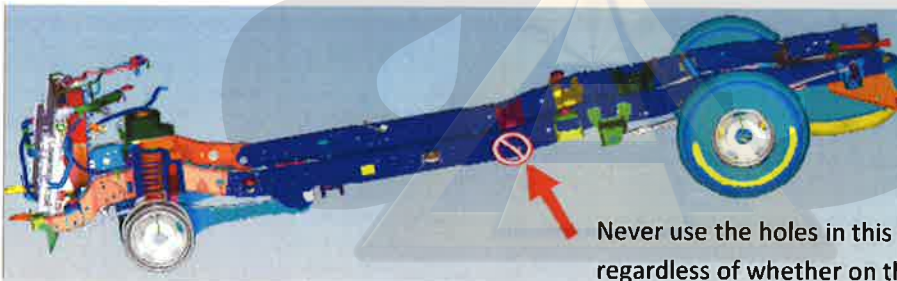


**For Rail, there are no load position restrictions.**

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## **Ford-350 Chassis**

**F-350 Chassis Cab Rear Tie Down Locations:**



Never use the holes in this area regardless of whether on the side or the bottom of the frame.

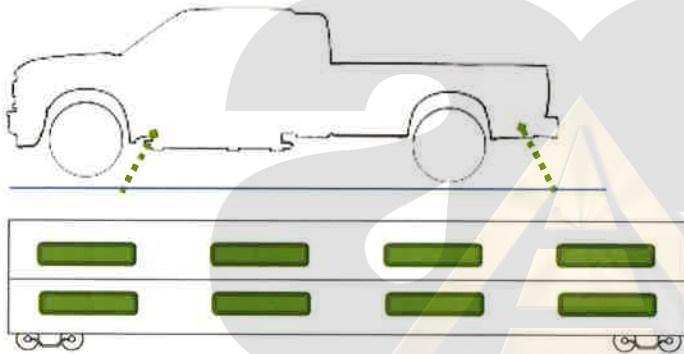
**Front Tie Down Hole:**

Located near front cab on side frame bar:



**Rear Tie Down Hole:**

Rearward of rear wheel in outer wall of frame rail, Inboard and Outboard:



**For Rail, there are no load position restrictions.**

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## **Ford F-250 and Larger Additional Information**

### **Haulaway Instructions:**

In general, the instructions for passenger cars apply to the loading and transportation of light trucks. However, due to the numerous truck models with varying wheelbases as well as the various load combinations, certain variations in tie-down methods are authorized as follows:

- In no instance are tie-downs to be achieved by fastening chains around rear axle housings or spring shackles.
- When it becomes necessary to provide additional frame clearance, on chassis cabs or cutaways, either one or both taillight assemblies, including the mounting brackets, can be completely removed from the frame, placed on the floor in the cab and re-installed at destination.
- When trucks are modified by carriers because of equipment limitations, it is the carrier's responsibility to reverse those modifications. The vehicle must be delivered to the destination in the same condition it was in when released by the shipper.
- Exhaust stacks and breather caps - when removed from trucks -must be wrapped and placed in the cab of the unit or banded to the frame from which removed. These parts are removed only when it is necessary to reduce the overall height to comply with state and federal clearance regulations while being transported. Vehicles with stacks or breather caps removed are not to be operated other than in loading or unloading operations. Trucks with flapper valves must have valves installed to prevent water entry into the engine. The carrier is responsible for the replacement and reconnection of any exhaust stacks and breather caps that were removed.
- When vehicles have been modified with up fits they may be handled differently and will be addressed by Quality Assurance Bulletins (QAS) issued by NAVL.

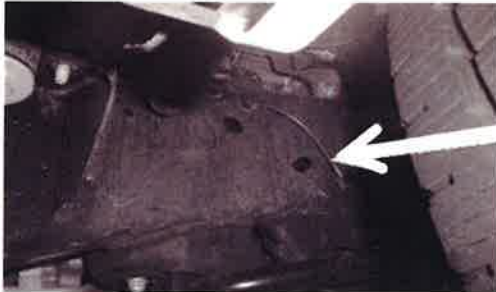
**WARNING: Instructions for the re-installation of exhaust stacks and breather caps must be followed carefully and completely. Properly installed exhaust stacks and breather caps may be necessary for compliance of the vehicle with the noise emission regulations of the U.S. Environmental Protection Agency for medium and heavy trucks. The removal of these components - for purpose of shipment without proper re-installation - or the use of the vehicle - other than in loading or unloading after these components have been removed -may violate the Federal Noise Control Act.**



## **Ford Expedition**

### **Front Tie Down Slots:**

Slotted hole behind the front tire in outer wall of frame rail:



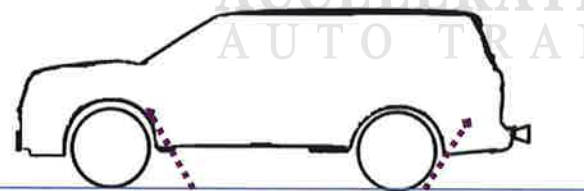
V-Pull Tie

### **Rear Tie Down Slots**

Two slotted holes in outer side of frame rail:



V-Pull Tie



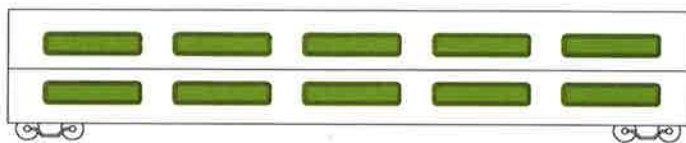
**For Haulaway, restricting the B1 (above the cab) position, to forward facing only.  
Apply "V-Pull" using Ford approved T-hooks.**

Precaution with units with WIFI antenna and roof rack cross-members, depending on the car-hauler, if not low profile such as International low profile used at KTP, may need to be restricted due to exceed 13'6".

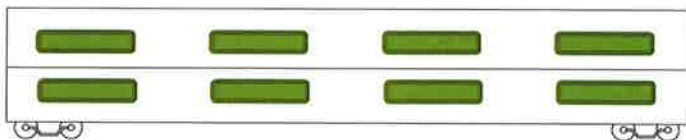


While loading forward or backward on upper deck, car hauler to extend ramp/sliders to provide a smooth transition to avoid touching condition as indicated below.





**Load Density of 10 on a Bi-Level Railcar for Expedition units.**



**Load Density of 8 on a Bi-Level Railcar for Expedition Max units.**

**For Rail, there are no load position restrictions.**

## **Lincoln Navigator**

### **Front Tie Down Slot:**

Slotted hole behind the front tire in outer wall of frame rail:



V-Pull Tie Only

### **Rear Tie Down Slot:**

Slotted hole in outer side of frame rail:

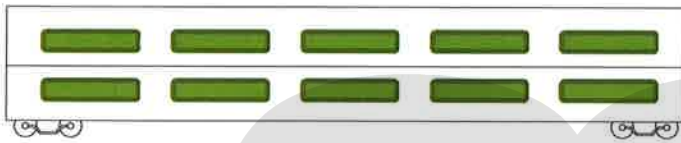


V-Pull Tie Only



**For Haulaway**, restricting the B1 (above the cab) position, to forward facing only. **Apply only a "V-Pull" using Ford approved T-hooks.**

While loading forward or backward on upper deck, car hauler to extend ramp/sliders to provide a smooth transition to avoid touching point as indicate for Expedition.



**Load Density of 10 on a Bi-Level Railcar for Navigator units.**



**Load Density of 8 on a Bi-Level Railcar for Navigator L units.**

**For Rail, there are no load position restrictions.**

## **Ford Edge & Lincoln MKX**

### **Front Tie Down Slots:**

Slotted hole behind front tires:



**A-Pull Tie Only**

**Mandatory Use of "T" Hook**

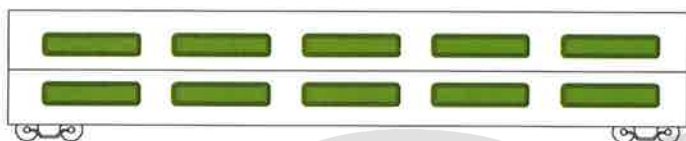
**Avoid using any other slots except the ones illustrated above**

### **Rear Tie Down Slots:**

Slotted hole behind rear tires:



**A-Pull Tie Only**



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

**For Rail, there are no load position restrictions.**

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## **Ford Flex & Lincoln MKT**

**Front Tie Down Slots:**



Slotted holes in frame behind front wheel:



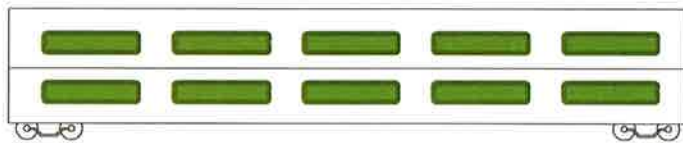
A-Pull Tie Down Only

**Rear Tie Down Slots:**

Slotted holes in frame in front of rear wheels:



A-Pull Tie Down Only



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

**For Rail, there are no load position restrictions.**



## Ford Transit

### Transit Model Key

#### Wheel Base

MWB – Medium Wheel Base

LWB – Long Wheel Base

LWB-EL – LWB-Extended Length

ELWB-EL – Extra LWB-EL

#### Body Style Variant

LR – Low Roof

MR – Medium Roof

HR – High Roof

CC – Chassis Cab

CA – Cut-Away

### Transit Van Key Dimensions Summary

DIMENSION	DESCRIPTION	Transit (Van only, Chassis Cab not included)					
		27.8%	11.2%	4.0%	24.0%	6.5%	11.5%
		MWB LR	LWB LR	MWB MR	LWB MR	LWB HR	LWB-EL HR
A	Overall length	217.8	235.5	217.8	235.5	235.5	263.9
B	Overall width - w/o / with mirrors ext. (DRW)	81.4 / 98.2	81.4 / 98.2	81.4 / 98.2	81.4 / 98.2	81.4 / 98.2	79.8 / 97.9 / (82.1)
C	Overall height (rwd)	83.6	83.3	100.1	100.7	110.1	109.8
R	Front Track	68.1	68.1	68.1	68.1	68.1	68.1
S	Rear Track (SRW) (rwd)	68.7	68.7	68.7 †	68.7 †	68.7 †	68.7 †
S	Rear Track (DRW)					64.7 **	64.7

#### Notes:

\*\* MWB and LWB DRW for N America 410 Busses & 450, 470 Van GVMs only.

S - Track is defined as the distance between 'contact patches' of each tyre  
for SRW this is coincident with the tyre centres, for DRW it is the distance between the  
'average contact patch' of the 2 tyres, which is coincident with the centreline of the 2 tyres.

† Extra wide track available for Skeletal Chassis

