

5 TRUCKAWAY/SHUTTLE CARRIER

DEFINITION:

Any haulaway carrier moving new DaimlerChrysler vehicles.

A. Trailer Requirements

1. Following vehicle test loading for trailer certification, each carrier is responsible for modifying and updating *all* equipment to its use for a later model year vehicle.
2. Trip leased equipment must meet *all* DaimlerChrysler vehicle shipping standards. The leasing company must verify that the equipment is capable of hauling Chrysler vehicles without causing damage.
3. Stone shields must be installed on rigs to protect vehicles from mud splash and stone damage.
4. Authorized loading skids must be used. Skids must be in good condition. All sharp edges must be removed to prevent cutting the tires. The only authorized skids are the 'flat' and "Z" type skids. When the "Z" type skid is used, the upstanding flanges must be on the outside.
5. Skids must be fully extended. Approach angles must be no greater than 4 degrees. No part of the vehicle, excluding the tires, may contact the skids, and rig structure or, ground during loading, unloading or while in transit.
6. Flipper plates, filler plates, and all other pivoting components in the wheel track must be flat and supported from the ends.
7. Trailers must maintain adequate clearance to permit the loading and unloading of vehicles without door and/or outside mirror contacting the trailer structure.

8. Protective padding must be applied and maintained on all side structure of trailer.
9. Trailers must be routinely maintained and cleaned.

B. Before Loading

1. All vehicles should be inspected prior to loading and all damages noted and transmitted to the DaimlerChrysler Vehicle Inspection and Claims Systems (VICS).
2. VIN numbers on the paperwork must match the plate mounted on the vehicle dashboard.
3. If a vehicle is received with missing keys, replacement keys may be cut. See Key Replacement procedure in Section 2, page 19 for additional information.

C. Loading & Unloading Procedure

1. All decks and ramps must be clear of tie down chains and other obstructions before loading and unloading can begin.
2. The maximum speed during vehicle loading and unloading is 5 m.p.h.
3. Vehicles must be positioned in their designated location with front wheels set straight ahead.
 - A. *Loading and Unloading Vehicles with Automatic Transmission.* When loading vehicles with automatic transmission, the parking brake must be engaged before shifting into park. To unload vehicles with automatic transmission, shift from park into gear, and then release the parking brake.
 - B. *Loading and Unloading Vehicles with Manual Transmission.* Manual transmission will be shifted into gear as follows: Reverse if vehicle's nose is pointed down, first gear if vehicle's nose is pointed up. Engage

parking brake after loading, release parking brake before unloading. Four wheel drive vehicles are not to be operated or transported in position 4-LOW.

4. A minimum of 2” clearance must be maintained between all vehicle components and the trailer.
5. Vehicles are not to be loaded in any position that requires the driver to enter or exit the vehicle by any means other than the driver’s front door.
6. Carriers must not transport vehicles in such a manner so as to allow the vehicles to exceed 15 degrees from horizontal. During loading, unloading, and all other handling situations other than transporting, carriers must not position vehicles so as to exceed 25 degrees from horizontal.

D. Tie Down Procedure

1. The “R” hook is the only tie down hook authorized for use on DaimlerChrysler vehicles. Chain length can be shortened by use of grab hook. Chains and hooks must clear all components by at least 2 inches. The securement angles shall be limited to 45 degrees plus or minus 15 degrees.
2. Securement must not be placed over or contact springs or suspension components. Contact with the spare tire and hanger brackets or rear axle is not allowed unless specifically approved by DaimlerChrysler Vehicle Logistics Quality Auditor.
3. Insert the tie down hook in the slots specified by DaimlerChrysler.

4. All vehicles loaded on haulaway trailers must be tied down with four “R” type hooks.
5. All securements must be pulled down evenly with four securement devices.
6. Over tightening securements to gain clearance is prohibited.

Chains must not be tightened by driving or backing vehicles in the direction of chain pull.

7. Extreme caution should be used when securing vehicle to prevent securement from contacting and damaging the vehicle’s paint.
8. If the vehicle has front and rear wheels on separate tilting surfaces, only one end of the vehicle is to be secured while tilting.
9. If the vehicle’s front and rear wheels are on the same surface, all four tie down securements are to be tightened before the surface is tilted.
10. The vehicle handling requirements outlined in Section 3 must be followed by all truckaway/shuttle personnel.