

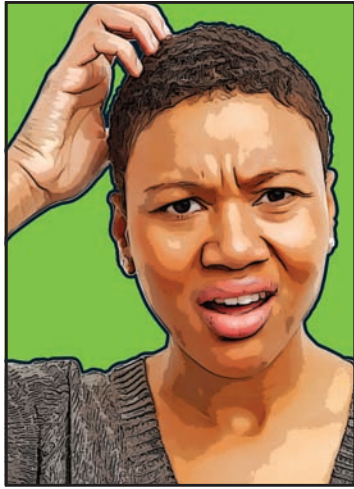


HEAVY HAUL NIGHTMARES!

***DON'T LET THESE CARRIER MISTAKES
KEEP YOU UP ALL NIGHT***

**DON'T LOSE SLEEP
WORRYING ABOUT
HOW (OR IF) YOUR
OVER-DIMENSIONAL
LOAD WILL MAKE IT
FROM POINT A TO
POINT B SAFELY.**





HEAVY HAUL TRANSPORTATION can be a nightmare if you don't know what you're doing. There are so many moving parts for any given shipment. When you mix drive time restrictions, permits, route surveys, load securement parameters, etc. into the transportation plan, it can be easy to get overwhelmed and miss important details. Such inexperience with over-dimensional freight can lead to damage, delays, operational disruptions and unforeseen expenses.

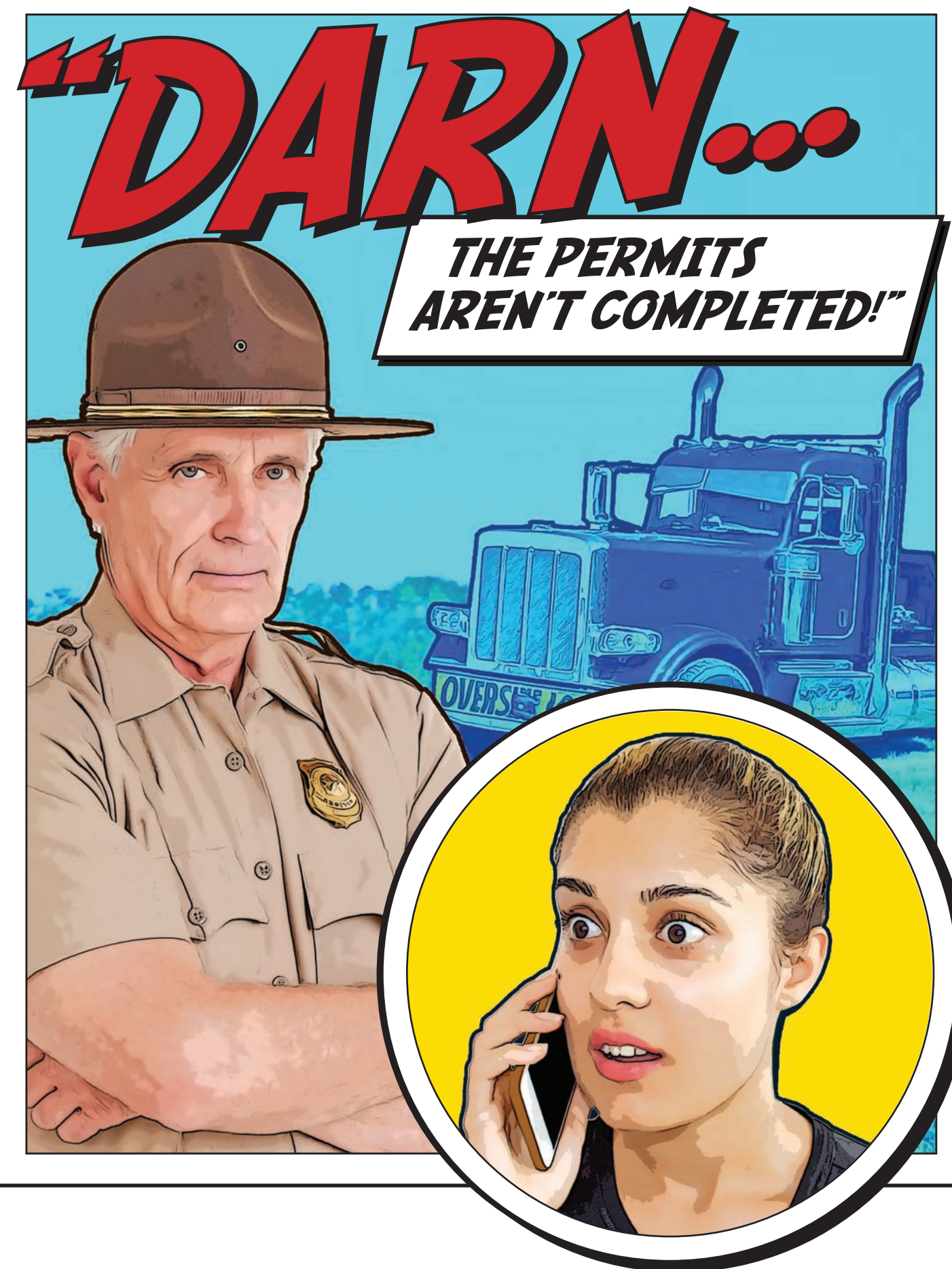
IS THAT A RISK YOU'RE WILLING TO TAKE?

HERE ARE SOME EXAMPLES OF SCENARIOS THAT CAN BE AVOIDED BY TRUSTING THE RIGHT CARRIER WITH YOUR HEAVY HAUL SHIPMENT.

A HEAVY, OVER-DIMENSIONAL LOAD CONTAINING CONSTRUCTION MATERIALS WAS IN TRANSIT TO ITS DESTINATION WHEN THE DRIVER WAS STOPPED BY THE STATE'S HIGHWAY PATROL.

THE HIGHWAY PATROL officer checked the permits and noticed a discrepancy in the details. Inconsistencies in the permits' details are problematic for the carrier, and, even more so, for the shipper. The permits had to be reordered before the load could proceed which led to a delayed delivery and interruptions to the customer's production schedule.

HAD AN EXPERIENCED HEAVY HAUL CARRIER OR TRUCK OPERATOR CORRECTLY PULLED THE PERMITS, THIS NEVER WOULD HAVE HAPPENED AND THE LOAD WOULD HAVE ARRIVED ON TIME.





“ARGH...”

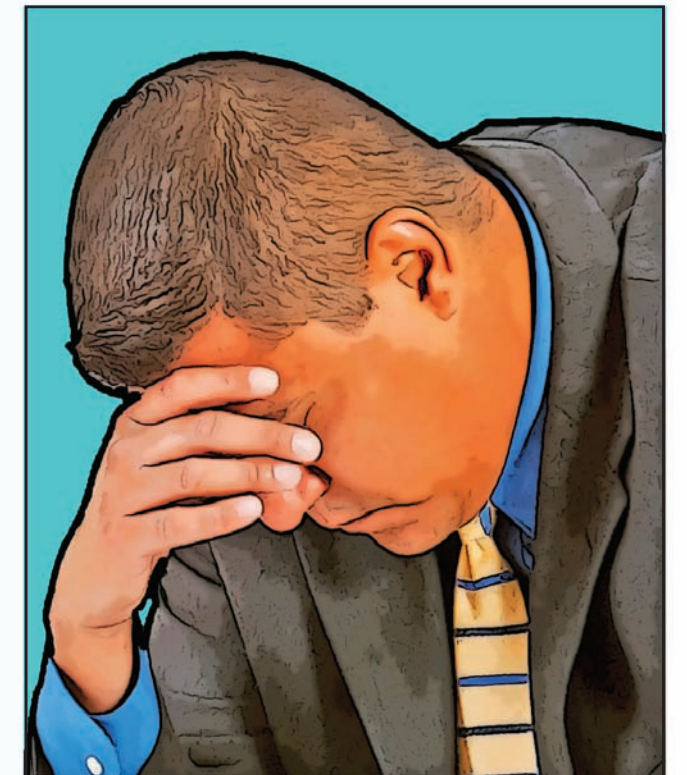
**MY SHIPMENTS
ARE OUT OF ORDER!”**

AT A DEVELOPING WIND FARM, A PROJECT MANAGER AWAITED MULTIPLE LOADS NEEDED TO ASSEMBLE A SINGLE 328-FOOT WIND TURBINE. A CRANE OPERATOR AND CREW HAD BEEN HIRED AND WERE WAITING TO OFFLOAD THE SHIPMENTS. THE EMPLOYEES WERE AT THE READY TO PUT ALL OF THE PIECES TOGETHER.

THIS ENTIRE operation depended on the orderly deliveries of these wind turbine shipments. Each piece is a different shipment which must be delivered in order, beginning with the base of the wind turbine and ending with the top of the turbine.

But, the pieces arrived out of order. The base’s driver was delayed due to issues that would have been noticed by an experienced carrier during the route survey. This meant everyone at the job site was paid to sit and wait until the base arrived. The project manager’s costs quickly exceeded budget and the project timeline crumbled.

THE MORE COMPLEX THE LOAD IS, THE MORE PRE-PLANNING IS NEEDED. IF YOUR COMPANY DOES NOT HAVE THE RESOURCES OR EXPERTISE TO MANAGE THIS, AND YOU DON’T BRING IN A HEAVY HAUL SPECIALIST WHO DOES, YOU’RE TAKING A BIG RISK.



"SHOOT..."

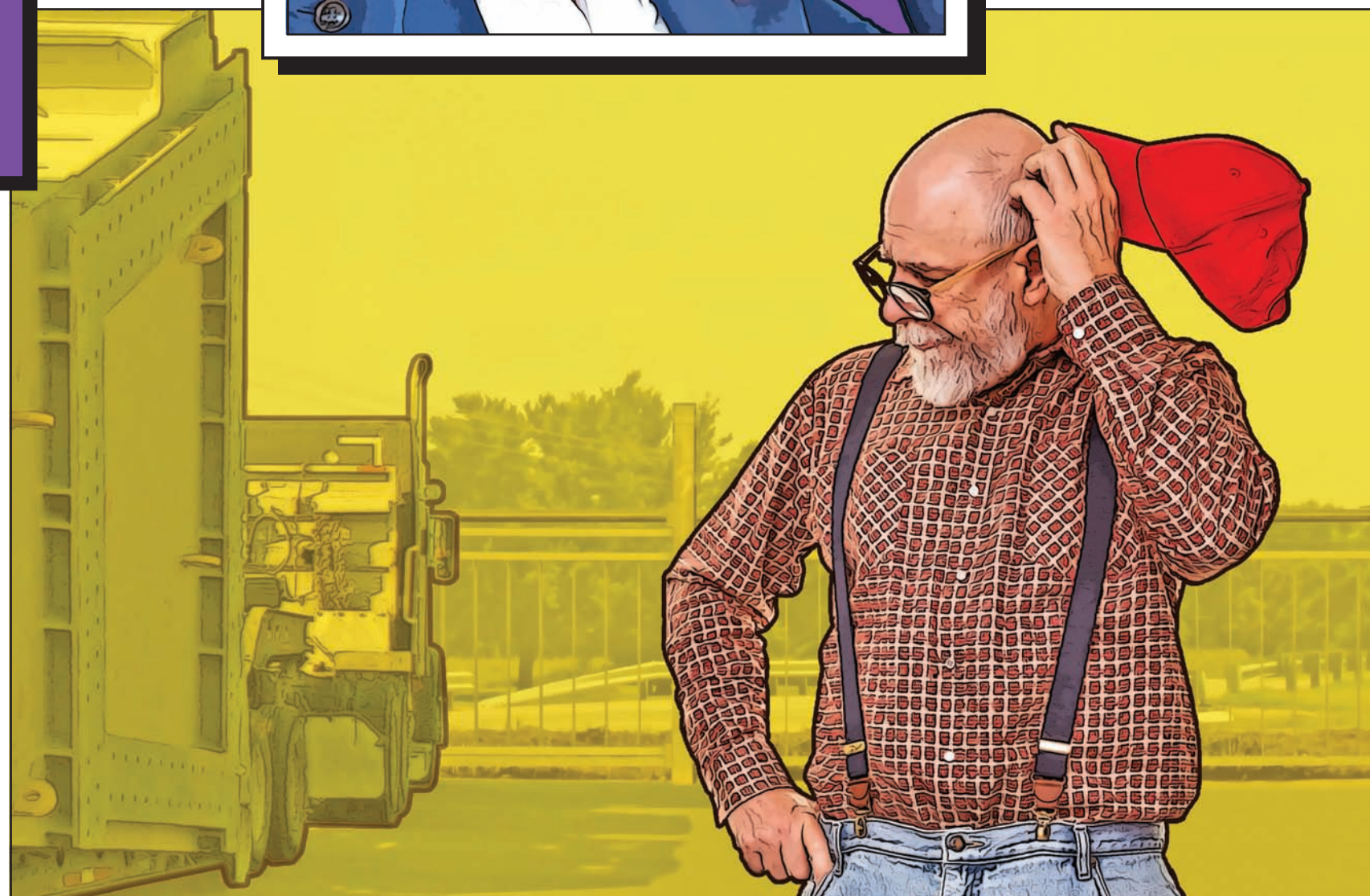
MY LOAD IS STUCK!"

A COMPANY THAT WAS HIRED TO MOVE A SUPERLOAD WAS READY TO LEAVE THE CUSTOMER'S FACILITY UNTIL THE DRIVER NOTICED AN ISSUE.

THE EXIT GATE was not wide enough for the truck, trailer and load to drive through. In all of the pre-planning conversations the carrier and truck operator had with the shipper, this obstacle never came up. Before the load could move out of the facility, the gate had to be taken down in order for the fully-loaded truck to safely drive out of the facility without damaging the cargo.

The cost to deconstruct the gate and the consequences of the delayed delivery were the responsibility of the customer, not the carrier.

IF THIS CUSTOMER HIRED A HEAVY HAUL CARRIER THAT HAD THOROUGH PRE-PLANNING PROCEDURES IN PLACE AND REGULAR COMMUNICATION WITH EVERYONE INVOLVED ON THE TRANSPORTATION PLAN, THIS ENTIRE INCIDENT COULD HAVE BEEN AVOIDED.



MULTIPLE HEAVY LOADS FROM A MUSEUM HAD TO BE OFFLOADED FROM ONE MODE TO ANOTHER FOR THE FINAL LEG OF THE JOURNEY, ACCORDING TO THE TRANSPORTATION PLAN. COORDINATING THIS PORTION OF ANY SHIPMENT CAN BE DIFFICULT. BUT WHEN THE SHIPMENT CONSISTS OF HISTORIC CARGO, IT BECOMES MUCH MORE COMPLICATED.

AS THE CRANE OPERATORS lifted the specialized freight off of the barges and onto the flatbed, the team on the ground focused on securing the loads. Loads of this size would usually be secured with straps and tarps, but tarps would damage this particular freight. Unfortunately, that was not communicated to the securement team and the shipments were delivered to the customer damaged. Because this involved historic, already fragile cargo,

THE MISTAKE WAS IRREVERSIBLE.

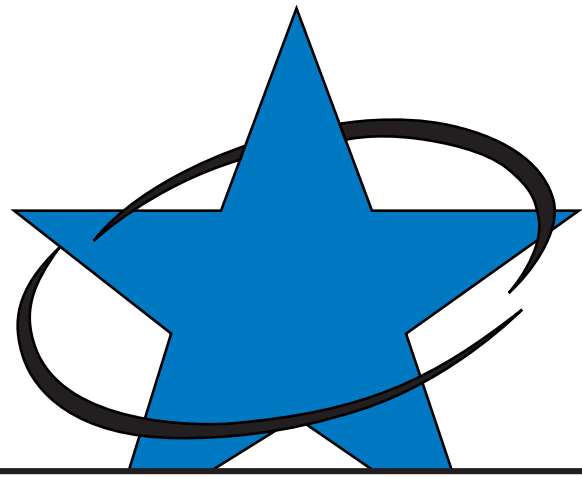


MY FREIGHT IS DAMAGED!

“OH NO...”



ALTHOUGH SHIPPERS ARE THE EXPERTS IN THEIR FREIGHT, THE CARRIER A SHIPPER CHOOSES SHOULD BE THE EXPERT IN THE TRANSPORTATION OF THEIR FREIGHT. MAKE SURE THE CARRIER YOU TRUST WITH YOUR FREIGHT HAS A HISTORY OF TRANSPORTING PRODUCTS SIMILAR TO YOURS.



HAVE NO FEAR

**LANDSTAR
IS HERE!**

WHEN YOU work with Landstar, you can rest easy knowing that Landstar's unique network of experts offers exceptional expertise in developing specific route plans, obtaining appropriate permits, following proper securement procedures and taking all of the other steps needed to deliver your heavy haul freight safely and on-time.

**READY TO WAKE UP FROM THE BAD DREAM?
CALL YOUR LOCAL LANDSTAR FREIGHT AGENT
FOR A CUSTOMIZED SOLUTION FOR YOUR NEXT
HEAVY/SPECIALIZED SHIPMENT.**





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