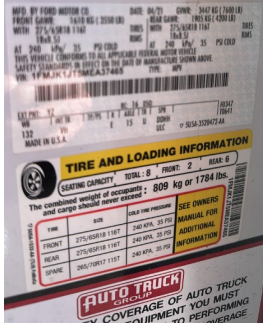



**Errata Sheet**

<b><u>Page</u></b>	<b><u>Section</u></b>	<b><u>Information Examined / Reconsidered</u></b>	<b><u>Corrected / Added Verbiage or Explanation</u></b>
9	Introduction: Notes	“Multiple unrelated damages with the same damage area and type noted on the same panel should be entered separately”	Verbiage has been designated immaterial and will be removed from any future revisions, in conjunction with the following verbiage on page 32, <b>Section 4.3 - Damage Severity Codes</b> remaining the in the document, and the instruction to adhere to – “ <i>Multiple damages on the same panel, regardless of severity, need to be treated as a severity 3 or greater &amp; follow specific OEM guidelines</i> ”
12	1.2 Side of Vehicle	“Open the door only on the driver’s side.”	Amended to “ <b>Open the front driver’s side door.</b> ”
12	1.4 Interior	“If loose content information is available, verify contents against the appropriate shipping document / label with the vehicle – following individual OEM guidelines.”	For additional clarity, the following sub-categorized information will be added - <ul style="list-style-type: none"> <li>- <b>“If visible, verify that any loose item bag(s) / box(es) are sealed n.”</b></li> <li>- <b>“In the event the bag or box is not sealed, note that seal was broken.”</b></li> </ul>
12	1.5 Key Placement	<ol style="list-style-type: none"> <li>1. Cup Holder (if there is one)</li> <li>2. Center Console (if no Cup Holder exists)</li> <li>3. Glove Box (if no Cup Holder or Center Console exists)</li> </ol>	<p>The following location is acknowledged -</p> <p align="center"><b>4. Lanyards around the steering column</b></p> <p>*Due to there not being a commonized location for key placement among OEMs, Section 1.5 is considered for removal in future revisions.</p>

**Errata Sheet**

17	1.8.1 The Process	5. Provide clear picture of the VIN label	<p>The following photos of the VIN Plate and the VIN Label are provided as reference for what label is acceptable –</p> <div>   </div>
26	3.3 Ocean Transport Inspection	<p>“Designated <b>agent</b> to stage all vehicles at the last point of rest prior to loading.”</p> <p>“The inspection team and <b>agent</b> may decide to begin inspecting prior to 24 hours before the vessel departs when there is a high volume of vehicle.”</p>	<p>The term “Agent” is amended to <b>“Port Processor”</b></p>
26	3.3 Ocean Transport Inspection	<p>“Delivering party (port processor) is notified of damages or presented with damage.”</p>	<p>The following <b>highlighted</b> -</p> <p>“Delivering party (port processor) is notified of damages or presented with damage <b>by verifying party of said damage i.e. conductor of inspection.</b>”</p>

**Errata Sheet**

<b><u>Page</u></b>	<b><u>Section</u></b>	<b><u>Information Examined / Reconsidered</u></b>	<b><u>Corrected Verbiage / Explanation</u></b>
62 / 63	Improper Chock Securement and/or Vehicle Spacing Deficiency	Pg.62 - Photo 85-50-4-2 includes metal ruler  Pg.63 - Photo 85-40-4-3 includes metal ruler	As some OEM / Rail quality standards state to vendors, no “exposed” metal, the following highlighted notation is to be acknowledged –  “Do not use metal rulers during inspection (the type used in photos 85-50-4-2 and 85-40-4-3, page 62 and 63). Use paper/plastic ruler, i.e. ruler on DMG-1 cards. (ruler used in photo 85-##-8, on page 65)”.
70	7.1 On-Rail Damage Incident Reporting: Details	“Was E-Brake engaged?” “Was Parking brake fully engaged?”	Both sentences should be considered consolidated to the following sentence –  “Was the Electronic Brake or Parking Brake fully engaged? [where applicable]”