**RECOMMENDED CHASSIS REQUIREMENTS**

<table>
<thead>
<tr>
<th>Deck Length</th>
<th>C.A.</th>
<th>C.T.</th>
</tr>
</thead>
<tbody>
<tr>
<td>22'</td>
<td>10'</td>
<td>N/A</td>
</tr>
<tr>
<td>24'</td>
<td>10'</td>
<td>N/A</td>
</tr>
<tr>
<td>26'</td>
<td>10'</td>
<td>N/A</td>
</tr>
<tr>
<td>28'</td>
<td>10'</td>
<td>N/A</td>
</tr>
<tr>
<td>30'</td>
<td>10'</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Standard Equipment**

- Low-Profile Light Weight Deck Construction
- Pressure Light Group with Wiring Harness & Packard Weather Pack Connectors
- Receptors for Auxiliary 10 lights (Wheelchair & Tool Box Options only)
- Counterbalance Valve on Deck Tilt Function
- Built-In Safety Chains with Storage Pockets
- V-Belt with Groove Hooks
- Tie-Down Strap Package
- Replaceable High Performance “No-Grease” Polymer Wear Pole System
- Adjustable Bumper
- Mud Flaps
- Abrasive and Thermal Resistant Hydraulic Hose
- Hydraulic Reservoir with Integral Oil Level / Temperature Gauge and Filter
- Direct Mount Pump

**Options**

- Rear Dock Stabilizer with Towing Options
- Trash Can Tether
- Work Lighting System
- 4,000 IRL Wheellift System
- Additional Tie-Down Keyslots
- Various Towing Options

**RECOMMENDED CHASSIS REQUIREMENTS**

<table>
<thead>
<tr>
<th>Chassis</th>
<th>Minimum GVWR</th>
<th>Maximum GVWR</th>
<th>Minimum Rear GAWR</th>
<th>Maximum Rear GAWR</th>
<th>Minimum Front GAWR</th>
<th>Maximum Front GAWR</th>
<th>Minimum Frame RBM (both rails combined)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>55,000 lbs.</td>
<td>33,000 lbs.</td>
<td>20,000 lbs.</td>
<td>20,000 lbs.</td>
<td>12,000 lbs.</td>
<td>12,000 lbs.</td>
<td>2,000,000 lbs.</td>
</tr>
</tbody>
</table>

**B.I.C. 10 Ton 3 & 4 Car Carrier**

**Patents:** 5,782,596 & 5,839,775 and Other Patents Pending

*Equipped with Optional IRL Wheellift System shown above, adds 4-Car Carrier Capability.*
B.I.C. 3 & 4 Car Carrier

**HIGH PERFORMANCE AND VERSATILITY**

- **Auto Auction Transport**
- **Clear Highways of Multiple Car Accidents Quickly & Efficiently.**
- **Contract Hauling for Auto Dealers**
- **Storage Yard Moves**
- **Salvage Operations**

**Upper deck winch release and hold-down straps are easily accessible through deck openings.**

**Low profile winch system allows flat alignment of upper and lower decks, permitting damage-free loading/unloading of low profile vehicles.**

**Upper aluminum deck reduces overall weight and carries up to 5,000 lb. load.**

**The lower steel deck features removable aluminum side rails and multiple key slots providing versatility for hold-down straps and chains. The upper aluminum deck has multiple tie downs including a fixed lashing winch front tie down system.**

**D-Ring with keyslots**
**Fixed lashing winch tie down with straps.**

**Straight “T” Slot**
**4 on Main Deck**
**4 on Upper Deck**

**“X” Slot**
**2 on Main Deck**

**Angled “T” Slot**
**4 on Main Deck**

**Low weight, high strength steel deck for added durability.**

**The BIC 3-car Carrier meets all federal requirements for length and width when equipped as shown: 208” CA with 28’ lower deck and optional IRL wheel-lift system.**

**Optional steel tool box with stainless steel door for storage of tools, chains, straps and equipment. Paddle latch with key lock.**

**B.I.C. Subframe Assembly Offers the Industry’s Most Advanced Design.**

**Removable Side-Rails for Side Loading with Fork-Truck.**

**Dual Side Controls.**

**Low weight, high strength steel deck for added durability.**

**Large tool box, hydraulic reservoir with sight gauge, and integrated deck hold down system are attached at the front of the B.I.C. Subframe. Headboard is integrated with upper deck superstructure.**

**Dual remote winch releases mounted under deck for convenient operation of low-profile winches on lower deck.**

**D-Ring with keyslots**
**Fixed lashing winch tie down with straps.**

**Low weight, high strength steel deck for added durability.**

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