

These requirements are to be followed when handling any FCA US products. All specific requirements for each model are listed on the Vehicle Loading Sheets. There are exceptions to these general rules contained within the individual sheets, making it imperative that any person handling an FCA US vehicle follows the individual vehicle loading instructions.



### Apparel:

- No exposed metal – zippers, buttons, rivets on jeans, watches, chains, rings, etc.
- DO NOT wear gloves when inside vehicle.
- Safety apparel must be worn in every yard.

### Loading/Unloading:

- Decks / Ramps must be free of debris, chains, straps, tie-down hooks, etc.
- Do not park vehicle in a position where you cannot safely exit through the drivers door.
- Decks must be set as level as possible to prevent damage to the rocker panel, front fascia or undercarriage.
- All folding mirrors should be folded inward; must use power fold button when available.
- **DO NOT** mix chain tie-downs with strap tie-downs on the same vehicle.
- Emergency brakes must be set.
- Transmissions must be placed in 'Park' if automatic or 1<sup>st</sup> gear if manual.
- Keys placed in the cup holder or center console. If it is a fold down cup holder please leave it open for key storage.
- Do not rub up against, lean on, or sit on a vehicle at any time.
- All doors & windows must be closed during transport on a truck.

### Securement Requirements on Haulaway Trucks:

- Vehicles must be secured using a soft tie (strap over the tire) securement system
- Only vehicle's that are permitted to use hard tie (chains) securement system: Wagoneer's, Wranglers, Gladiators and all RAM Pickups. R hooks must be used.
- Do not mix hard tie (chains) and soft tie (over the tire strap) application on same vehicle.
- Basket type strap is acceptable, but must run parallel with the tire tread, it cannot pull inward/outward.
- Lasso straps are NOT acceptable.
- All decks must be level to prevent rocker panel damage at the break-over points.
- Ensure proper skid position / setup to prevent front fascia damage.
- Slow speed is essential when loading low profile models.

#### Soft Tie – Strap Over the Tire



#### Hard Tie – Chains – R Hook Only



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## Apparel:

- No exposed metal – zippers, buttons, rivets on jeans, watches, chains, rings, etc.
- DO NOT wear gloves when inside vehicle.
- Safety apparel must be worn in every yard.

## Loading/Unloading:

- Decks, ramps, and bridge plates must be free of debris, chocks, etc.
- Chocks can be placed on the railcar deck prior to loading, provided they are out of drive path.
- Railcars cannot have a variance of more than 4” in deck height and a spotter is required for a variance over 3”.
- Loading is not permitted in cases where ramp extends above the deck by more than one 1”.
- All folding mirrors should be folded inward; must use power fold button when available.
- Must not exceed 5mph on the ramp or in the railcar.
- Emergency brakes must be set.
- Transmissions must be placed in ‘Park’ if automatic or 1<sup>st</sup> gear if manual.
- Do not rub up against, lean on, or sit on a vehicle at any time.
- Keys placed in the cup holder or center console. If it is a fold down cup holder please leave it open for key storage.
- Chocks should be set at the maximum height allowable without causing damage to the vehicle or violating the AAR standard 2 inch or 5.08 cm clearance from vehicle body to chock.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- Do not open trunk, hood, or any doors, other than driver’s door on rail.
- All ICE vehicles on Bi-level railcars must have a minimum of 4 chocks. Larger vehicles must have a minimum of 6 chocks with the additional chocks placed on inboard side of the tires. See specific vehicle load sheet to identify which vehicles require 6 point chock system. If running boards are present additional chocks can be placed on the rear tires of the unit.
- All ICE vehicles on Tri-level railcars must have 2 tires chocked.
- See next slide for BEV chock placements.

### Bi-level Chock Type



Lock & Load (exc. TRX,4500/5500 & Giulia)



Grip Lock (exc. TRX,4500/5500 & Giulia)



Grate Lock



Stay Put

### Tri-level Thrall Chock



### Tri-level Chock Type



(Co-Polymer)

### “TTM” Through Track Mandrel



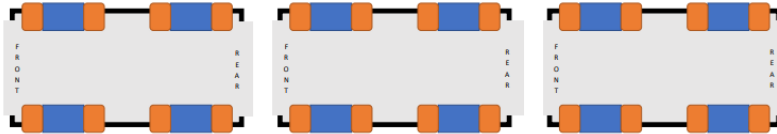
# BEV Rail Loading and Chock Placements

These requirements are to be followed when handling any FCA US products. All specific requirements for each model are listed on the Vehicle Loading Sheets. There are exceptions to these general rules contained within the individual sheets, making it imperative that any person handling an FCA US vehicle follows the individual vehicle loading instructions.

## Three Vehicles per Deck

When loading three vehicles per deck, a minimum clearance of 7" to the multi-level end doors and 5" of bumper clearance between vehicles must be maintained. If the size of all vehicles loaded on the multi-level allows for additional spacing, then bumper clearance to multi-level end doors must be increased. Bumper clearance between vehicles must be increased using all allotted space on the multi-level decks.

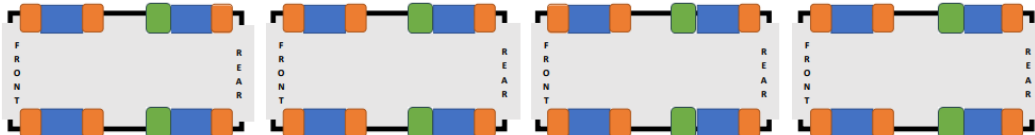
- Eight chocks applied per vehicle (four outboard and four inboard)
- Inboard chock face plates should contact the vehicle tire tread up to 3/4" from the tire tread.
- Inboard chock side paddles must not contact the tire side walls and can't exceed 1 1/2" from the tire side wall.
- Minimum of 2" of clearance is required for the use of inboard chocks.



## Four Vehicles per Deck

When loading four vehicles per deck, a minimum clearance of 7" to the multi-level end doors and 5" of bumper clearance between vehicles must be maintained. If the size of all vehicles loaded on the multi-level allows for additional spacing. First the bumper clearance to multi-level end doors must be increased, then bumper clearance between vehicles should be increased using all allotted space on the multi-level decks.

- Six chocks applied per vehicle (four outboard and two inboard behind the front tires).
- Inboard chock face plates should contact the vehicle tire tread up to 3/4" from the tire tread.
- Inboard chock side paddles must not contact the tire side walls and can't exceed 1 1/2" from the tire side wall.
- Minimum of 2" of clearance is required for the use of inboard chocks.
- When EVs are present, double chock the rear tires as noted by the green blocks vs front tires on gas powered vehicles.



## Five Vehicles per Deck

When loading five vehicles per deck the minimum clearance of 5" to the multi-level end doors and 3" of bumper clearance between vehicles must be maintained. If the size of all vehicles loaded on the multi-level allows for additional spacing. First the bumper clearance to multi-level end doors must be increased to 7" then bumper clearance between vehicles should be increased to 5".

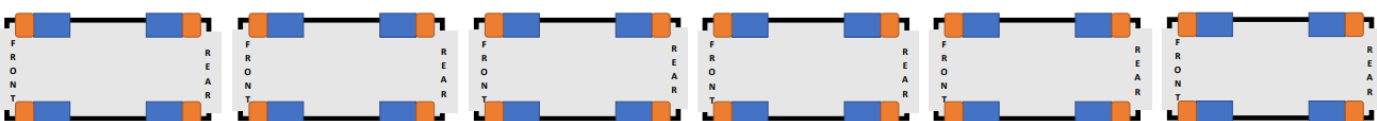
- Six chocks applied on the first and last vehicles on the deck (four outboard and two Inboard behind the front tires).
- Inboard chock face plates should contact the vehicle tire tread up to 3/4" from the tire tread.
- Inboard chock side paddles must not contact the tire side walls and can't exceed 1 1/2" from the tire side wall.
- Minimum of 2" of clearance is required for the use of inboard chocks.
- When EVs are present, double chock the rear tires as noted by the green blocks vs front tires on gas powered vehicles.



## Six Vehicles per Deck

When loading six vehicles per deck the minimum clearance of 5" to the multi-level end doors and 3" of bumper clearance between vehicles must be observed. If the size of all vehicles loaded on the multi-level allows for additional spacing. First the bumper clearance to multi-level end doors must be increased to 7" then bumper clearance between vehicles should be increased to 5".

- Four chocks applied to all vehicles on the deck including outboard vehicles





# Ocean Loading and Securement Standards

These requirements are to be followed when handling any FCA US products. All specific requirements for each model are listed on the Vehicle Loading Sheets. There are exceptions to these general rules contained within the individual sheets, making it imperative that any person handling an FCA US vehicle follows the individual vehicle loading instructions.

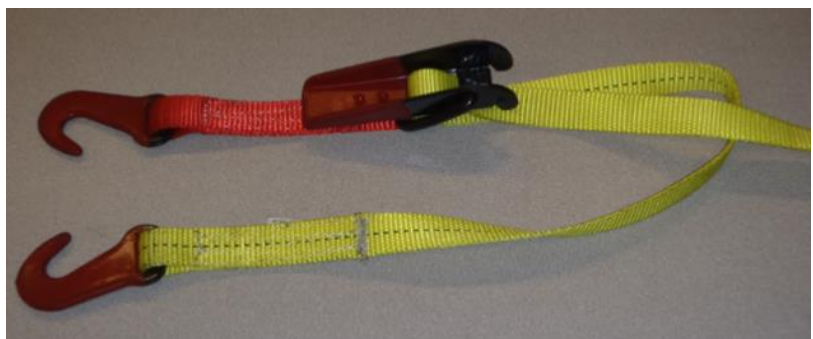
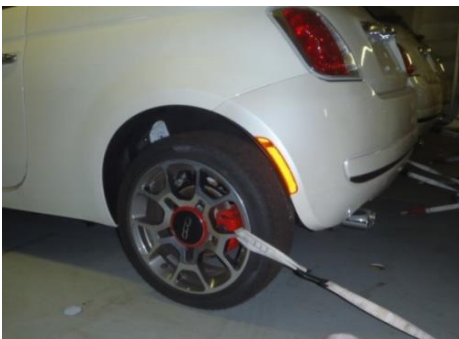


## Apparel:

- No exposed metal – zippers, buttons, rivets on jeans, watches, chains, rings, etc.
- DO NOT wear gloves when inside vehicle.
- Safety apparel must be worn in every yard.

## Loading/Unloading:

- Ramps and traffic patterns must be free of debris, lashing straps, etc.
- All folding mirrors should be folded inward; must use power fold button when available.
- Must not exceed 5mph on the ramp or in the vessel.
- Emergency brakes must be set.
- Transmissions must be placed in ‘Park’ if automatic or 1<sup>st</sup> gear if manual.
- Keys placed in the cup holder or center console. If it is a fold down cup holder please leave it open for key storage.
- Do not open trunk, hood, or any doors, other than driver’s door on the vessel, or at any time during transport.
- Do not rub up against, lean on, or sit on a vehicle at any time.
- When wheel lashing;
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- When using fixed loops as a tie down point vehicle must be lashed in front and rear on opposite sides.
- Do not carry any tools, straps, etc. between or around vehicles while on the vessel.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- A stop condition is required when either entering or exiting the ramp.
- SLOW speed is essential when loading and unloading to avoid damage to undercarriage/front fascia as this is a low clearance vehicle.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front



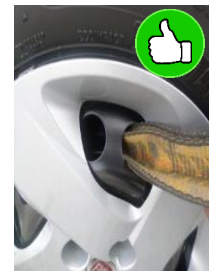
Wheel lash in rear



Wheel lash for plastic rim cover



NO



OK

- Hooks and lashings should **NEVER** touch the wheel cover.
- Lashing strap should be installed going from the inside through the wheel arm and come out towards the operator.

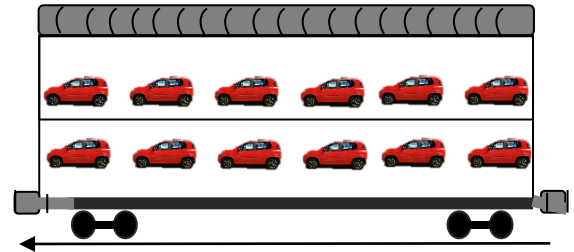
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors (in)	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs.)	Max* Weight (lbs.)	Approach Angle	Departure Angle
					Highest	Lowest					
Fiat Uno Like/ Way	150.1	66.6	67.2	65.2	61.3	61.3	93.6	2213	3095	20.2°	29.4°
Fiat Uno Attractive	150.1	65.8	66.4	64.5	58.7	58.7	93.6	2178	3060	21.9°	27.2°
Fiat Uno Sporting	150.1	67.3	67.9	65.9	58.6	58.6	93.6	2242	3124	20.4°	19.3°

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- A minimum of 3" roof clearance must be maintained.
- Maintain a minimum clearance of 3" between vehicles and 5" between vehicles and end doors. When possible maintain 5" between vehicles and 7" between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6) to maximize the distance between vehicles and between vehicles and end doors.
- Front and rear chocks must be placed in the high setting.
- All chocks must be carefully positioned from the side of the vehicle, never from the front (see photo).
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- Do not exceed 5 mph / 8 kmh speed limit when loading and unloading and utilize caution inside the railcar to avoid damage.



Make sure to install chock from the side.



### Guidelines for Haulaway Transport:

- Strap/Soft tie securement only.
- Make sure all decks are as level as possible to prevent rocker panel and / or front fascia damage.
- Properly set skid position to prevent front fascia damage.
- **SLOW** speed is essential because this is a low profile model.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)	Wheelbase (in)	Max* Weight (lbs)	Approach Angle	Departure Angle
Drive	157.40	77.24	67.87	59.76	99.25	2387.61	18.6	30.9
Drive Plus	157.40	77.24	67.87	59.76	99.25	2491.24	18.1	31.1
Trekking	157.40	77.24	67.87	59.76	99.25	2713.89	21	31.1
Precision	157.40	77.95	67.87	59.76	99.25	2722.71	18.8	31.4
HGT	157.40	77.95	67.87	59.76	99.25	2735.94	18.5	27.2

**Guidelines for Haulaway Transport:**

- Strap/Soft tie securement only.
- Make sure all decks are as level as possible to prevent rocker panel and / or front fascia damage.
- Properly set skid position to prevent front fascia damage.
- **SLOW** speed is essential because this is a low profile model.





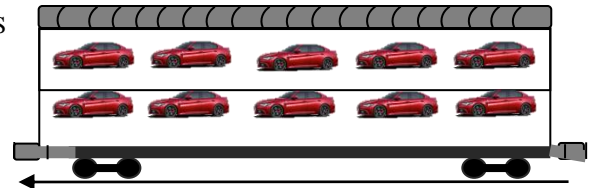
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Giulia	182.8	73.5	79.7	73.2	56.2	55.7	111.0	3448	3546	12.9*	16.9*	11.0*
Giulia Ti	182.9	73.5	79.7	73.2	56.2	55.7	111.0	3468	3560	12.2*	15.7*	11.0*
Giulia Quadrifoglio	182.6	73.5	79.7	73.2	55.8	55.7	111.0	3731	3746	11.4*	11.5*	9.3*

### Guidelines for Rail Transport:

- Loading is restricted to bi-level railcars, unless authorization is given by FCA US Logistics to load on Tri-levels.
- Securement is restricted to Grate Lock & Stay Put Chocks ONLY.
  - Front wheel chock position – Low setting
  - Rear wheel chock position – Mid setting
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and between vehicles and end doors.
- All chocks must be carefully installed from the side of the vehicle, never from the front.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume clearance**).
- For tri-level loading, a spotter is required on A-Deck when the chock tie-down track is on right side of vehicle to assist/guide driver to position vehicle for proper securement application and prevent vehicles tire/wheels from contact/rubbing against chock tie-down track.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low profile vehicle.



### Guidelines for Haulaway Transport:

- **Giulia Quadrifoglio:**
  - Restricted to enclosed carrier only.
  - Will be equipped with both front and rear spring blocks. Steering wheel must not be turned over 360° to prevent blocks from coming out of position.
  - Do not remove full body cover during transport.



### All Other Models:

- Are to ONLY be transported on the top deck (3 units), excluding the head rack and ONLY the last position (1 unit) on the lower deck. All forward loaded.
- Strap/Soft tie securement only on these models.
- **There is a high potential for rocker panel damage, so ensure all ramps/decks are as level as possible.**
- Properly set skid position to prevent front fascia damage.
- A stop condition is required when entering or exiting the ramp.
- **SLOW** speed is essential because this is a low profile model.





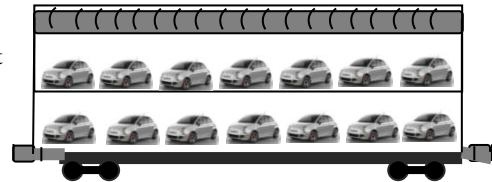
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs)	Max* Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
				Highest	Lowest						
Fiat 500 BEV	142.5	68.8	74.1	66.3	66.3	91.4	2952	2952	16.0°	33.8°	15.0°

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars. When loading on a Bi-level the front chock height should be set in the low position and the rear chock in the high position to maintain two inches of clearance between the chock and the closest point on the vehicle.
- Vehicles are to be uniformly positioned on decks (A = 7, B = 7) to maximize the distance between vehicles and between vehicles and end doors.
- Maintain a minimum clearance of 5” between vehicles and 7” between vehicles and end doors.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia as this is a low clearance vehicle.



### Special Cautionary Notes:

- There is a notably tight clearance between securement devices and the unit.
- Due to narrow wheelbase, please ensure bridge plates are placed and secured properly. See above photo for reference.

### Guidelines for Haulway Transport:

- Strap/Soft tie securement only on these models.
- **SLOW** speed is essential because this is a low profile model.
- **PLEASE SEE NEXT PAGE FOR ADDITIONAL TRUCK HANDLING INSTRUCTIONS.**



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

**Special Cautionary Notes:**

- Please use extreme caution when loading over both tandems due to a minimum underbody clearance of 1.75". See photo below for reference. Please ensure all ramps are positioned to provide maximum underbody clearance.



**Special Cautionary Notes:**

- Please use extreme caution when loading over the hitch to ensure there is a minimum of 2" clearance and no underbody contact with the vehicle. See below photo for reference.



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**Guidelines for Ocean Transport:**

- A stop condition is required when either entering or exiting the ramp to prevent grounding the unit.
- SLOW speed is essential when loading and unloading to avoid damage to undercarriage/front fascia as this is a low clearance vehicle.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front

Wheel lash in rear





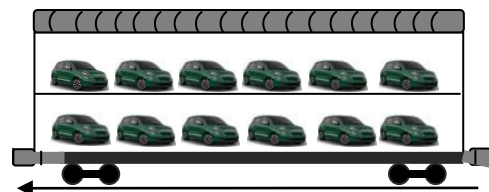
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Approach Angle	Departure Angle	Breakover Angle
Fiat 500X	167.2	73.2	79.7	70.7	63.1	70.9	101.2	19.3°	22.6°	17.1°

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3” roof clearance must be maintained.
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6) to maximize the distance between vehicles and between vehicles and end doors.
- Chocks should be set as followed:
  - 500L - Front on low setting, rear on mid setting
  - 500X - Front on low setting, rear on high setting
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the tight spacing requirements between vehicles and rail car end doors.



### Guidelines for Haulway Transport:

- Strap/Soft tie securement only on these models.
- Make sure all decks are as level as possible to prevent rocker panel and/or front fascia damage.
- Properly set skid position to prevent front fascia damage.
- **SLOW** speed is essential because this is a low profile model.





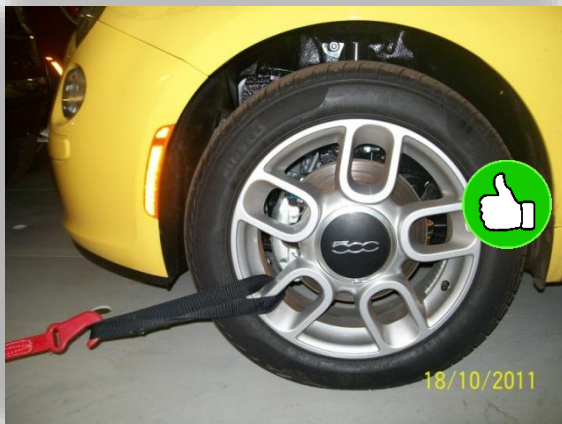
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**Guidelines for Ocean Transport:**

- A stop condition is required when either entering the ramp or off loading and grounding the unit.
- SLOW speed is essential when loading and unloading to avoid damage to undercarriage/front fascia as this is a low clearance vehicle.
- All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front



Wheel lash in rear



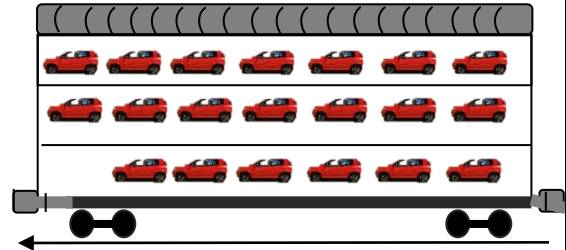
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Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors (in)	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs.)	Max* Weight (lbs.)	Approach Angle	Departure Angle
					Highest	Lowest					
Fiat Mobi Easy/ Like	140.5	65.6	66.5	64.3	59.3	59.3	90.8	1951	2833	21.5°	32°
Fiat Mobi Way	141.7	67.6	68.5	66.4	59.8	59.8	90.8	2070	2952	23°	32.9°

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- A minimum of 3” roof clearance must be maintained.
- Maintain a minimum clearance of 3” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors.
- Vehicles are to be uniformly positioned on decks (A = 7, B = 7, C = 6) to maximize the distance between vehicles and end enclosures.
- Front and rear chocks must be placed in the high setting.
- All chocks must be carefully positioned from the side of the vehicle, never from the front (see photo).
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- Do not exceed 5 mph / 8 kmh speed limit when loading and unloading and utilize caution inside the railcar to avoid damage.



Make sure to install chock from the side.



### Guidelines for Haulway Transport:

- Strap/Soft tie securement only.
- Make sure all decks are as level as possible to prevent rocker panel and / or front fascia damage.
- Properly set skid position to prevent front fascia damage.
- **SLOW** speed is essential because this is a low profile model.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- A stop condition is required when either entering or exiting the ramp.
- SLOW speed is essential when loading and unloading to avoid damage to undercarriage/front fascia as this is a low clearance vehicle.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front

Wheel lash in rear

Wheel lash for plastic rim cover



NO

OK

- Hooks and lashings should **NEVER** touch the wheel cover.
- Lashing strap should be installed going from the inside through the wheel arm and come out towards the operator.

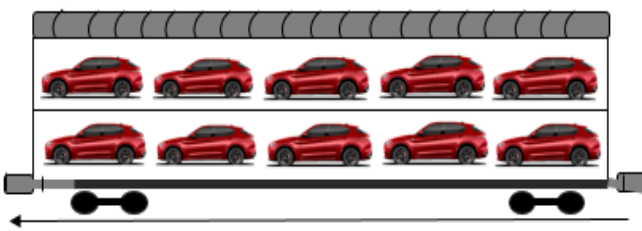
**This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.**



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Alfa Romeo Stelvio	184.5	77.1	85.2	74.9	65.0	66.1	110.9	3811	3921	22.4*	17.4*	6.7*

**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- Vehicles are to be uniformly positioned on deck (A = 5, B = 5) to maximize the distance between vehicles and enclosures.
- Chock Specifications:
  - Grate-Lock Chocks should be placed in the mid position
- All chocks must be carefully positioned from the side of the vehicle, never from the front.
- Do not exceed 5 mph / 8 kmh speed limit when loading and unloading.
- Utilize caution inside the railcar to avoid damage.



**Guidelines for Haulaway Transport:**

- **Stelvio**
  - Restricted to enclosed carrier only.
  - Do not remove full body cover during transport.
- **All Other Models:**
  - Load all positions on both top and bottom decks EXCLUDING BEHIND THE CAB.
  - If the bottom deck is in lower position, BACK THE VEHICLE ON. This is essential for proper clearance.
  - Strap/Soft tie securement only on these models.
  - Properly set skid position to prevent front fascia damage.
  - A stop condition is required when entering or exiting the ramp.
  - **SLOW** speed is essential during loading process.

**Please note:**

- Do NOT use the red string to lower/close the tailgate.
- The string must only be used to disengage the latch when the tailgate is closed.





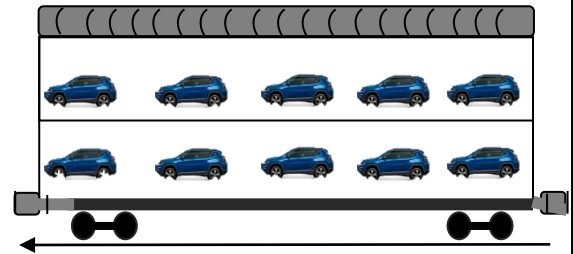
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs)	Max* Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
Alfa Romero Tonale 1.3L PHEV 18" Wheel 190CV AWD	178.2	n/a	81.9	72.4	63.5	64.3	103.7	n/a	1918	18°	22°	18.1°
Alfa Romero Tonale 1.3L PHEV 20" Wheel 190CV AWD	178.2	n/a	81.9	72.4	63.8	64.6	103.7	n/a	1918	18°	22°	18.1°
Alfa Romero Tonale 1.6L 17" Wheel 130CV FWD	178.2	n/a	81.9	72.4	62.7	63.6	103.7	n/a	1687	18°	22°	18.1°
Alfa Romero Tonale 1.6L 20" Wheel 130CV FWD	178.2	n/a	81.9	72.4	63.0	63.8	103.7	n/a	1687	18°	22°	18.1°
Alfa Romero Tonale 1.5L MHEV 17" Wheel 130CV FWD	178.2	n/a	81.9	72.4	62.9	63.7	103.7	n/a	1630	18°	22°	18.1°
Alfa Romero Tonale 1.5L MHEV 20" Wheel 130CV FWD	178.2	n/a	81.9	72.4	63.2	64.0	103.7	n/a	1630	18°	22°	18.1°
Alfa Romero Tonale 1.3L PHEV 19" Wheel 240CV Light Truck AWD	178.2	n/a	81.9	72.4	63.8	64.6	103.7	n/a	1934	18°	22°	18.1°
Alfa Romero Tonale 1.3L PHEV 18" Wheel 240CV Light Truck AWD	178.2	n/a	81.9	72.4	64.2	65.0	103.7	n/a	1934	18°	22°	18.1°

**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- A minimum of 3" roof clearance must be maintained.
- Maintain a minimum clearance of 3" between vehicles and 5" between vehicles and end doors. When possible maintain 5" between vehicles and 7" between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6) to maximize the distance between vehicles and between vehicles and end enclosures.
- Chock Specifications:
  - Grate-Lock Chocks should be placed in the mid position
- All chocks must be carefully positioned from the side of the vehicle, never from the front (see photo).
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- Do not exceed 5 mph / 8 kmh speed limit when loading and unloading and utilize caution inside the railcar to avoid damage.



**Make sure to install chock from the side.**



**Guidelines for Haulaway Transport:**

- Strap/Soft tie securement only.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- Do not use tie down hooks as lashing points.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.
- Do not exceed 5 mph / 8 kmh during loading and unloading to avoid damage.

Wheel lash in front



Wheel lash in rear



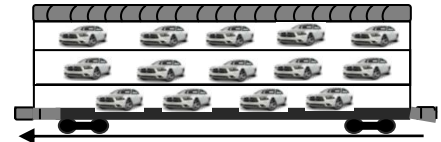
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
300 DOM	199.2	75.3	83.0	74.9	59.2	58.4	120.2	3949	4472	14.2°	15.5°	11.4°
Charger DOM	197.7	74.8	75.7	85.8	57.7	57.4	116.2	3797	4321	12.8°	16.6°	12.3°
Charger DOM	199.9	74.8	82.6	75.0	59.2	58.2	120.2	3902	4432	11.4°	15.5°	11.4°

### Guidelines for Rail Transport:

- Loading is restricted to Tri-level railcars, unless authorization is given by US/CAN Logistics to load on Bi-level's. If loading on a Bi-level the front chock height should be set in the low position and the rear chock in the high position, always maintain two inches of clearance between the chock and the closest point on the vehicle.
- Vehicles are to be uniformly positioned on decks (A= 4, B =5, C = 5) to maximize the distance between vehicles and between vehicles and end doors.
- Maintain a minimum clearance of 3" between vehicles and 5" between vehicles and end doors. When possible maintain 5" between vehicles and 7" between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- Minimum of 3" roof clearance must be maintained.
- Position the vehicle on Tri-levels with tires no closer than half an inch (1/2") to the tie down rail, optimal spacing is 1-2 inches.
- When the chock tie-down track is on right side of vehicle, a spotter is required to assist/guide driver to position vehicle for proper securement application and prevent vehicles tire/wheels from contact/rubbing against chock tie-down track.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- A stop condition is required when either entering or exiting the ramp.
- To avoid damage to the front fascia, please drive **VERY SLOWLY** up and down ramps.



### Guidelines for Haulaway Transport:

- Hellcat/Daytona/Scat Pack units are restricted to only 4 units per load.
  - The last 3 positions on the upper deck.
  - The last position on the bottom deck.
  - Use only certified equipment (Next Gen / or models that ensure NO damage for low profile vehicles).
- Strap/Soft tie securement only on these models.
- The SRT models utilize very low front fascia, it is imperative to properly set skid position to prevent front fascia damage.
- High potential for rocker panel damage, make sure all ramps / decks are as level as possible.
- A stop condition is required when entering or exiting the ramp.
- Front fascia clearance is minimal. Please drive **VERY SLOWLY** while loading vehicle.



**\*\*\*NEVER DRIVE UNIT IN REVERSE ONTO TRAILER\*\*\***

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- A stop condition is required when either entering or exiting the ramp and grounding the unit.
- SLOW speed is essential when loading and unloading to avoid damage to undercarriage/front fascia as this is a low clearance vehicle.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front



Wheel lash in rear





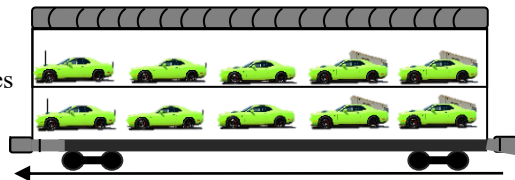
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Vehicle	Length		Width		Height W/O Accessories		SAE Cargo Area (Behind 2nd Row)		SAE Cargo Area (max)		Curb Weight
	Inches	Millimeters	Inches	Millimeters	Inches	Millimeters	Cu. Ft.	Liters	Cu. Ft.	Liters	
LA DR22 SRT Widebody	197.9	5027	78.5	1993.9	57.0	1448	16.2	458	NA	NA	4,334 RWD V8

### Guidelines for Rail Transport - Widebody:

- Widebody Hellcats CANNOT load on ANY tri-level equipment. Loading is restricted to **Bi-level railcars ONLY**.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- When loading **Bi-Level**, use **ONLY** the **Holden Grip Lock Chock**.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- A stop condition is required when either entering or exiting the ramp.
- To avoid damage to front fascia, drive **VERY SLOWLY** up & down ramp.



### Guidelines for Haulaway Transport - Widebody:

- **Bottom Deck:** restricted to last position only.
  - Widebody is never to load into the belly.
- **Top Deck:** restricted to last three positions only.
- The SRT models utilize very low front fascia, it is imperative to properly set skid position to prevent front fascia damage.
- High potential for rocker panel damage, make sure all ramps/decks are as level as possible.
- A stop condition is required when entering or exiting the ramp.
- Front fascia clearance is minimal. Please drive **VERY SLOWLY** while loading vehicle.



**\*\*\*NEVER DRIVE UNIT IN REVERSE ONTO TRAILER\*\*\***

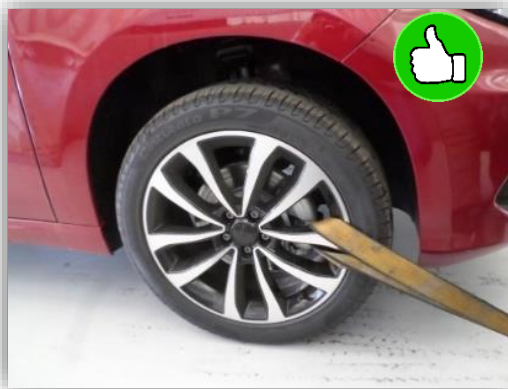
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- A stop condition is required when either entering or exiting the ramp.
- SLOW speed is essential when loading and unloading to avoid damage to undercarriage/front fascia as this is a low clearance vehicle.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front



Wheel lash in rear



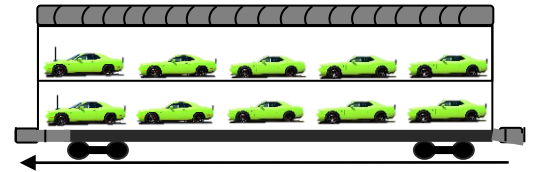
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Vehicle	Length		Width		Height W/O Accessories		SAE Cargo Area (Behind 2nd Row)		SAE Cargo Area (max)		Curb Weight
	Inches	Millimeters	Inches	Millimeters	Inches	Millimeters	Cu. Ft.	Liters	Cu. Ft.	Liters	
Dodge Red Eye	197.9	5027	75.7	1923	57.5	1460	16.2	458	NA	NA	4,451 RWD V8
1320 Challenger with Drag Radials	197.9	5027	75.7	1923	57.5	1460	16.2	458	N/A	N/A	4,232 RWD V8

### Guidelines for Rail Transport

- Restricted to enclosed haulaway during inclement weather conditions.
- Red Eye Challengers CANNOT load on Tri-level equipment.
- Loading is restricted to **Bi-level railcars ONLY**.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors  
(If load factor is impacted, resume minimum clearance).
- When loading **Bi-Level**, use **ONLY** the **Holden Grip Lock Chock**.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- A stop condition is required when either entering or exiting the ramp.
- To avoid damage to front fascia, drive **VERY SLOWLY** up & down ramp.



### Guidelines for Haulaway Transport - Widebody:

- Black Matte Red Eye and the 1320 Drag Radials are restricted to enclosed carriers during inclement weather conditions.
- Bottom Deck: restricted to last position only.  
Widebody is never to load into the belly.
- Top Deck: restricted to last three positions only.
- High potential for rocker panel damage, make sure all ramps / decks are as level as possible.
- A stop condition is required when entering or exiting the ramp.
- Front fascia clearance is minimal. Please drive **VERY SLOWLY** while loading vehicle.



**\*\*\*NEVER DRIVE UNIT IN REVERSE ONTO TRAILER\*\*\***



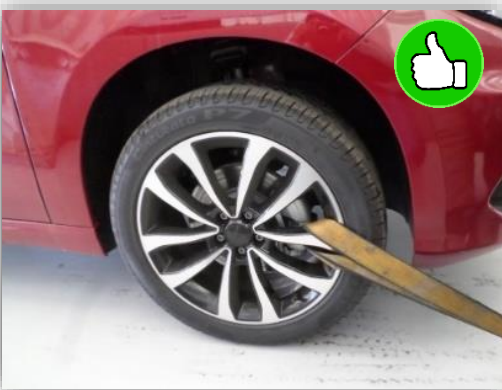
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**Guidelines for Ocean Transport:**

- A stop condition is required when either entering or exiting the ramp.
- SLOW speed is essential when loading and unloading to avoid damage to undercarriage/front fascia as this is a low clearance vehicle.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front



Wheel lash in rear



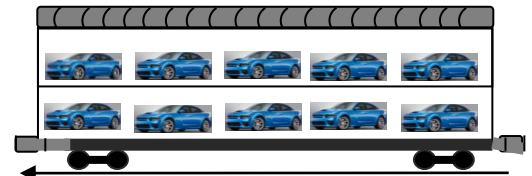
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Vehicle	Length		Width		Height W/O Accessories		SAE Cargo Area (Behind 2nd Row)		SAE Cargo Area (max)		Curb Weight
	Inches	Millimeters	Inches	Millimeters	Inches	Millimeters	Cu. Ft.	Liters	Cu. Ft.	Liters	
Charger Widebody	201	5105.4	78.3	1988.8	58.4	1483.6	N/A	N/A	N/A	N/A	4,591.2 RWD V8

### Guidelines for Rail Transport - Widebody:

- Widebody Chargers CANNOT load on ANY tri-level equipment. Loading is restricted to **Bi-level railcars ONLY**.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- When loading **Bi-Level**, use **ONLY** the **Holden Grip Lock Chock**.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- A stop condition is required when either entering or exiting the ramp.
- To avoid damage to front fascia, drive **VERY SLOWLY** up & down ramp.



### Guidelines for Haulaway Transport - Widebody:

- **Bottom Deck:** restricted to last position only. Widebody is never to load into the belly.
- **Top Deck:** restricted to last three positions only.
- The SRT models utilize very low front fascia, it is imperative to properly set skid position to prevent front fascia damage.
- High potential for rocker panel damage, make sure all ramps / decks are as level as possible.
- A stop condition is required when entering or exiting the ramp.
- Front fascia clearance is minimal. Please drive **VERY SLOWLY** while loading vehicle.



**\*\*\*NEVER DRIVE UNIT IN REVERSE ONTO TRAILER\*\*\***

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



### **Guidelines for Ocean Transport:**

- A stop condition is required when either entering or exiting the ramp.
- SLOW speed is essential when loading and unloading to avoid damage to undercarriage/front fascia as this is a low clearance vehicle.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front



Wheel lash in rear





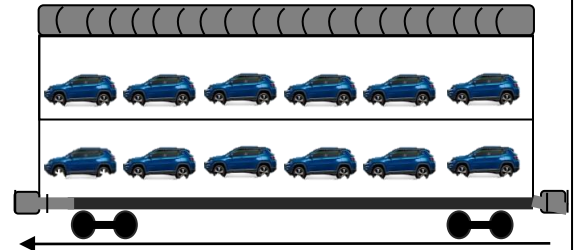
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Compass DOM	175.1	71.5	79.1	71.3	66.3	65.0	103.7	3211	3821	19.5°	28.5°	20.3°
Compass BUX	175.8	71.5	79.1	71.3	65.4	64.9	103.7	3102	3794	19.6°	28.0°	20.3°

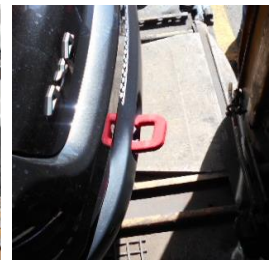
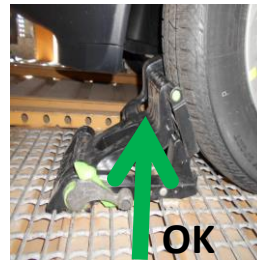
**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- A minimum of 3” roof clearance must be maintained.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6) to maximize the distance between vehicles and between vehicles and end enclosures.
- Front and rear chocks must be placed in the high setting.
- All chocks must be carefully positioned from the side of the vehicle, never from the front (see photo).
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- Do not exceed 5 mph / 8 kmh speed limit when loading and unloading and utilize caution inside the railcar to avoid damage.



**Make sure to install chock from the side.**

**Trailhawk w/ protruding hooks.**



**Guidelines for Haulaway Transport:**

- Strap/Soft tie securement only.



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**Guidelines for Ocean Transport:**

- Do not use tie down hooks as lashing points.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.
- Do not exceed 5 mph / 8 kmh during loading and unloading to avoid damage.

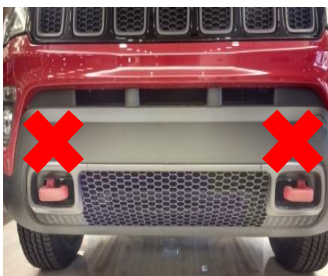
Wheel lash in front



Wheel lash in rear



Do not use fixed tow hooks in the front for tie down.



Do not use fixed tow hook on left side rear for tie down.



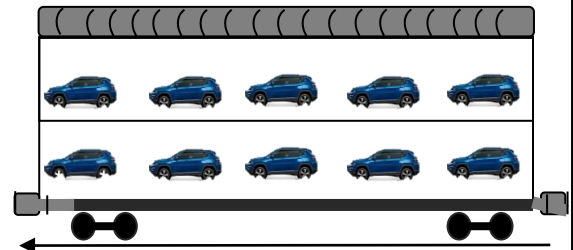
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs)	Max* Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
Dodge Hornet 2.0L 17" Wheel 256HP AWD	178.1	n/a	81.9	72.4	64.1	65.3	103.7	3714	3743	18°	20°	14°
Dodge Hornet 2.0L 18" Wheel 256HP AWD	178.1	n/a	81.9	72.4	64.6	65.7	103.7	3714	3743	18°	20°	14°
Dodge Hornet PHEV 1.3L 20" Wheel 240HP AWD	178.1	n/a	81.9	72.4	64.5	65.9	103.7	4144	4195	18°	20°	14°
Dodge Hornet PHEV 1.3L 18" Wheel 240HP AWD	178.1	n/a	81.9	72.4	64.8	66.2	103.7	4144	4195	18°	20°	14°

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- A minimum of 3" roof clearance must be maintained.
- Maintain a minimum clearance of 3" between vehicles and 5" between vehicles and end doors. When possible maintain 5" between vehicles and 7" between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and between vehicles and end enclosures.
- Chock Specifications:
  - Grate-Lock Chocks should be placed in the mid position
- All chocks must be carefully positioned from the side of the vehicle, never from the front (see photo).
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- Do not exceed 5 mph / 8 kmh speed limit when loading and unloading and utilize caution inside the railcar to avoid damage.



Make sure to install chock from the side.



### Guidelines for Haulaway Transport:

- Strap/Soft tie securement only.





This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- Do not use tie down hooks as lashing points.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.
- Do not exceed 5 mph / 8 kmh during loading and unloading to avoid damage.

Wheel lash in front

Wheel lash in rear



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Jeep**  
Cherokee



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Cherokee DDM	182	75.1	82.1	73.3	65.8	64.3	106.6	3728	3994	17.0*	20.5*	15.0*
Cherokee BUX	182	75.1	82.1	73.3	65.8	64.3	106.6	3625	3969	17.0*	20.5*	15.0*

**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- Climate control comes on automatically on Jeep Cherokee models.
- Front chocks should be placed in the mid setting, except for Trailhawks which should be placed in the high setting
- Rear chocks should be placed in the Mid setting.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5 ) to maximize the distance between vehicles and between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3” roof clearances must be maintained.



**Guidelines for Haulaway Transport:**

- Strap/Soft tie securement only.
- 4 Straps/unit.
- Make sure straps are not frayed or twisted.
- Straps should not come into contact with any part of the vehicle except the tire.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



# Jeep

## Cherokee



### Guidelines for Ocean Transport:

- SLOW speed is essential when loading and unloading to avoid damage.
- All 4 wheels must be lashed
- When wheel lashing:
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

### Wheel lash in front



### Wheel lash in rear



Do not use fixed tow hooks in the front or rear for tie down.





This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**RAM**



Weights & Dimensions	Overall Length (in)	Overall Width without Mirrors (in)	Height (in)	Wheelbase (in)	Max* Weight (lbs)	Approach Angle	Departure Angle
SLT REG CAB	176.14	68.19	62.79	107.76	4027.85	23.4	26.7
SLT CREW CAB	176.14	68.19	62.44	107.76	3939.66	23.7	26.5
BIGHORN	176.14	68.19	62.40	107.76	3983.75	23.4	26.5
LARAMIE	176.38	68.19	62.40	107.76	3992.57	23.8	26.6

**Guidelines for Haulaway Transport:**

- Strap/Soft tie securement only.
- Make sure all decks are as level as possible to prevent rocker panel and / or front fascia damage.
- Properly set skid position to prevent front fascia damage.
- **SLOW** speed is essential because this is a low profile model.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Jeep Renegade	166.6	73.9	79.6	71.1	73.1	65.7	101.2	3102	3492	18.8*	21.6*	16.8*

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6) to maximize the distance between vehicles and between vehicles and end doors.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided due to the tight spacing requirements between the vehicles and between the vehicles and end doors on the railcar.



### Guidelines for Haulaway Transport:

- Strap/Soft tie securement only on these models.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- SLOW speed is essential when loading and unloading to avoid damage.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front



Wheel lash in rear





# Rail & Truck Handling, Loading, and Securement Standards for Shipping Vehicle Loading Sheets

## the Jeep Grand Cherokee (WL74 & WL74 PHEV)

Feb 2024, Version 12.6

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



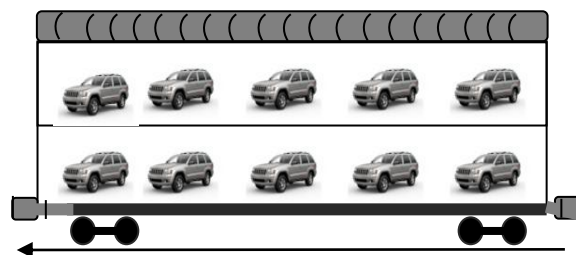
Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs)	Max* Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Grand Cherokee (WL74)	193	77.3	84.6	76.8	70.7	69.5	116.7	4244	4897	19.5°	26.6°	19.1°
Grand Cherokee (WL74 PHEV)	193	77.3	84.6	76.8	70.7	69.5	116.7	5358	5657	19.5°	26.6°	19.1°

Vehicles weights listed below. Listed weights do not reflect after market modifications.

YEAR	BODY MODEL	BODY	DESCRIPTION	MIN	MAX
2024	WL J H 74	JEEP GRAND CHEROKEE LAREDO 4X4	EC1 2.0L I4 DOHC DI TURBO ENG	4365.3	4542.8
2024	WL J P 74	JEEP GRAND CHEROKEE LIMITED 4X4	EC1 2.0L I4 DOHC DI TURBO ENG	4405.2	4610.6
2024	WL J S 74	JEEP GRAND CHEROKEE OVERLAND 4WD	ERC 3.6L V6 24V VVT ENGINE UP	4721	4832.4
2024	WL J T 74	JEEP GRAND CHEROKEE SUMMIT 4X4	ERC 3.6L V6 24V VVT ENGINE UP	4781.7	4896.6
2024	WL T H 74	JEEP GRAND CHEROKEE LAREDO 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4243.5	4421.2
2024	WL T P 74	JEEP GRAND CHEROKEE LIMITED 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4266.8	4472.2
2024	WL T S 74	JEEP GRAND CHEROKEE OVERLAND 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4450.6	4561.6
2024	WL T T 74	JEEP GRAND CHEROKEE SUMMIT 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4474.5	4623.3
2024	WL X P 74	JEEP GRAND CHEROKEE LTD PHEV 4XE	ECX 2.0L I4 DOHC DI TURBO PHE	5358.3	5459.9
2024	WL X R 74	JEEP GRAND CHEROKEE TRLHK PHEV 4XE	ECX 2.0L I4 DOHC DI TURBO PHE	5520.7	5656.7
2024	WL X S 74	JEEP G CHEROKEE OVERLAND PHEV 4XE	ECX 2.0L I4 DOHC DI TURBO PHE	5483.7	5578.6
2024	WL X T 74	JEEP GRAND CHEROKEE SUMMIT PHEV 4XE	ECX 2.0L I4 DOHC DI TURBO PHE	5538	5636.5

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum 3” roof clearance must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.



### Chocks:

- End units must be secured using a 6-point chock system. Four chocks on the outboard tires and two chocks on the inboard tires (front tires).
- All other units must be equipped with 4 chocks on the outboard tires.
- Chocks must be set in the highest setting. Approved chocks: Grate lock, Grip Lock, Stay Put, Lock & Load.

### Guidelines for Haulaway Transport:

- Strap/Soft tie securement only
- Vehicles equipped with running boards/side steps cannot be loaded on the bottom deck except for the last position (tail end).
- How to lock the vehicle in ship mode / see page 43.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Jeep**



**Guidelines for Ocean Transport:**

- SLOW speed is essential when loading and unloading to avoid damage.

- **Grand Cherokee**

- Do not use Tow Hooks in Front or Rear.
- When wheel lashing front tires and rear tires.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.

Wheel lash in front



Wheel lash in rear



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)		Overall Width with Mirrors (in)		Overall Width without Mirrors (in)		Height (in)		Approach Angle	Departure Angle	Breakover Angle
	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)	Wheelbase (in)					
Grand Cherokee L (3rd row)	204.9	77.3	84.6	76.8	71.5	70.4	121.7	20.2°	20.6°	18.1°	

**Vehicles weights listed below. Listed weights do not reflect after market modifications.**

YEAR	BODY MODEL	BODY	DESCRIPTION	MIN	MAX
2024	WL J H 75	JEEP GRAND CHEROKEE LAREDO 4X4	ERC 3.6L V6 24V VVT ENGINE UP	4822.7	4856
2024	WL J P 75	JEEP GRAND CHEROKEE LIMITED 4X4	ERC 3.6L V6 24V VVT ENGINE UP	4899	4932.3
2024	WL J S 75	JEEP GRAND CHEROKEE OVERLAND 4X4	ERC 3.6L V6 24V VVT ENGINE UP	5119.4	5373.2
2024	WL J T 75	JEEP GRAND CHEROKEE SUMMIT 4X4	ERC 3.6L V6 24V VVT ENGINE UP	5190.6	5419.1
2024	WL T H 75	JEEP GRAND CHEROKEE LAREDO 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4691.5	4724.8
2024	WL T P 75	JEEP GRAND CHEROKEE LIMITED 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4720.5	4753.7
2024	WL T S 75	JEEP GRAND CHEROKEE OVERLAND 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4828.6	4861.8
2024	WL T T 75	JEEP GRAND CHEROKEE SUMMIT 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4908.4	4941.7

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum 3” roof clearance must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.



### Chocks:

- End units must be secured using a 6-point chock system. Four chocks on the outboard tires and two chocks on the inboard tires (front tires).
- All other units must be equipped with 4 chocks on the outboard tires.
- Chocks must be set in the highest setting. Approved chocks: Grate lock, Grip Lock & Stay Put, Lock & Load.

### Guidelines for Haulaway Transport:

- Strap/Soft tie securement only
- Vehicles equipped with running boards/side steps cannot be loaded on the bottom deck except for the last position (tail end).
- How to lock the vehicle in ship mode / see page 43.





This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Jeep**



**Guidelines for Ocean Transport:**

- SLOW speed is essential when loading and unloading to avoid damage.
- **Grand Cherokee L**
  - Do not use Tow Hooks in Front.
  - Tow hook in rear.
  - When wheel lashing front tires and rear tires (if tow hook in rear is not available).
    - The vehicle should be lashed through the lower quarter of the wheel.
    - Lashing strap can not come in contact with the tire valve.
    - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
    - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.

Wheel lash in front



Wheel lash in rear



# Haulaway & Ocean Handling, Loading and Securement Standards for Vehicle Loading Sheets

## Shipping the Jeep Wagoneer & Jeep Grand Wagoneer (SWB & LWB) Feb 2024, Version 12.6

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

# Jeep



### Guidelines for Haulaway Transport:

- Soft Tie Strap OR Chain tie down can be used for securement (R-Hook). Handle tie requirements depending on BEV testing.
- Vehicles equipped with running boards/side steps cannot be loaded on the bottom deck except for the last position (tail end).
- How to lock the vehicle in ship mode / see page 43



### Guidelines for Ocean Transport:

- SLOW speed is essential when loading and unloading to avoid damage.
- Do not use Tow Hooks in Front.
- Tow hook in rear approved.
- When wheel lashing front tires and rear tires (if tow hook in rear is not available).
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.

Wheel lash in front



Wheel lash in rear



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Approach Angle	Departure Angle	Breakover Angle
Grand Wagoneer WS75 (SWB)	214.7	85.9	94.0	83.6	77.9	77.6	123.0	21.5o	21.1o	18.5o
Grand Wagoneer WS75 Air Suspension (SWB)	214.7	85.9	94.0	83.6	76.4	76.0	123.0	18.0o	18.6o	14.8o
Grand Wagoneer WS76 (LWB)	226.7	85.9	94.0	83.6	77.3	77.3	130.0	21.5o	18.8o	16.8o
Grand Wagoneer WS76 Air Suspension Off Road 2 (LWB)	226.7	85.9	94.0	83.6	76.4	76.0	130.0	25.0o	21.3o	20.4o
Grand Wagoneer WS76 Air Suspension Park Mode (LWB)	226.7	85.9	94.0	83.6	76.4	76.0	130.0	18.2o	16.7o	13.8o

**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum 3” roof clearance must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and rail side wall.



**Chocks:**

- All units must be secured using a 6-point chock system. Four chocks on the outboard tires and two chocks on the inboard tires (front tires). Chocks must be set in the highest setting. Approved chocks: Grate lock, Grip Lock, Stay Put, Lock & Load.
- BEV choke placement requires using the inboard chokes on the rear tires instead of the front tires.
- Extreme caution is required when handling chocks due to limited spacing between vehicle and rail side wall.
- When handling chocks ensure chock is set in low position with chock teeth facing railcar sidewall.
- When moving through the railcar ensure the rail loader is facing the railcar sidewall.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Vehicles weights listed below. Listed weights do not reflect after market modifications.**

Body Model	Body	Description	MIN	MAX
WS J H 75	JEEP WAGONEER SWB PC2 LHD 4X4	EFH 3.0L I6 TWIN TURBO ENGINE	6098.9	6358.7
WS J M 75	JEEP WAGONEER SWB PC1 LHD 4X4	EFH 3.0L I6 TWIN TURBO ENGINE	6092.5	6253.1
WS J P 75	JEEP WAGONEER SWB PC2 LHD 4X4	EFH 3.0L I6 TWIN TURBO ENGINE	6149.9	6390.6
WS J R 75	JEEP GRAND WAGONEER SWB PC1 LHD 4X4	ESG 6.4L V8 SRT HEMI MDS ENGI	6262	6355.9
WS J S 75	JEEP GRAND WAGONEER SWB PC2 LHD 4X4	EFC 3.0L I6 HO TWIN TURBO ENG	6210.5	6410.9
WS J T 75	JEEP GRAND WAGONEER SWB PC3 LHD 4X4	EFC 3.0L I6 HO TWIN TURBO ENG	6318.3	6405.7
WS T H 75	JEEP WAGONEER SWB PC2 LHD 4X2	EFH 3.0L I6 TWIN TURBO ENGINE	5830.1	6038.7
WS T M 75	JEEP WAGONEER SWB PC1 LHD 4X2	EFH 3.0L I6 TWIN TURBO ENGINE	5853.4	5985.6
WS T P 75	JEEP WAGONEER SWB PC3 LHD 4X2	EFH 3.0L I6 TWIN TURBO ENGINE	5850.5	6083.5
WS T R 75	JEEP GRAND WAGONEER SWB PC1 LHD 4X2	EFC 3.0L I6 HO TWIN TURBO ENG	6039.3	6189.5
WS T S 75	JEEP GRAND WAGONEER SWB PC2 LHD 4X2	EFC 3.0L I6 HO TWIN TURBO ENG	6132.5	6187.6
WS T T 75	JEEP GRAND WAGONEER SWB PC3 LHD 4X2	EFC 3.0L I6 HO TWIN TURBO ENG	6130	6177.9
WS J H 76	JEEP WAGONEER LWB PC2 LHD 4X4	EFH 3.0L I6 TWIN TURBO ENGINE	6278.8	6397.6
WS J M 76	JEEP WAGONEER LWB PC1 LHD 4X4	EFH 3.0L I6 TWIN TURBO ENGINE	6256.4	6321.6
WS J P 76	JEEP WAGONEER LWB PC1 LHD 4X4	EFH 3.0L I6 TWIN TURBO ENGINE	6427.2	6512
WS J R 76	JEEP GRAND WAGONEER LWB PC3 LHD 4X4	EFC 3.0L I6 HO TWIN TURBO ENG	6482.2	6576.8
WS J S 76	JEEP GRAND WAGONEER LWB PC3 LHD 4X4	EFC 3.0L I6 HO TWIN TURBO ENG	6544.7	6575.8
WS J T 76	JEEP GRAND WAGONEER LWB PC3 LHD 4X4	EFC 3.0L I6 HO TWIN TURBO ENG	6504.9	6539.9
WS T H 76	JEEP WAGONEER LWB PC2 LHD 4X2	EFH 3.0L I6 TWIN TURBO ENGINE	6004.3	6123.3
WS T M 76	JEEP WAGONEER LWB PC1 LHD 4X2	EFH 3.0L I6 TWIN TURBO ENGINE	5878.3	6038.5
WS T P 76	JEEP WAGONEER LWB PC3 LHD 4X2	EFH 3.0L I6 TWIN TURBO ENGINE	6038.4	6163.3
WS T R 76	JEEP GRAND WAGONEER LWB PC1 LHD 4X2	EFC 3.0L I6 HO TWIN TURBO ENG	6226.7	6294.2
WS T S 76	JEEP GRAND WAGONEER LWB PC1 LHD 4X2	EFC 3.0L I6 HO TWIN TURBO ENG	6340.4.2	6360.4
WS T T 76	JEEP GRAND WAGONEER LWB PC1 LHD 4X2	EFC 3.0L I6 HO TWIN TURBO ENG	6386.9	6406.9

The key fob for the new Jeep Grand Cherokee (WL74, WL74 PHEV & WL75) Jeep Wagoneer and Jeep Grand Wagoneer (WS) will not lock the vehicle doors while in ship/transportation mode.

In order to lock the doors while in ship/transportation mode, please follow the below steps:

### Driver's Door:

- Remove the emergency/valet key from the key fob (see photos below).
- Insert emergency/valet key into the key lock cylinder to manually lock the door.



Key cylinder for Jeep Grand Cherokee L



Key cylinder for Jeep Grand Wagoneer

With your left hand, pull the door handle open and insert the emergency/valet key. Please use caution when doing so to avoid scratching the surrounding area.

- Ensure the emergency/valet key is reinserted into the key fob once completed.
- To unlock the door, please follow the above process.

### All Other Doors (3):

- On the side of each door you will find an emergency lock lever (see photos below):
- Insert the tip of the emergency/valet key into the emergency lock lever and lightly slide the lever upwards to lock the door (no force is required).



Location of lock lever



Location of lock lever



Lock lever in down position (unlocked)



Key tip in lock lever. Lightly slide lever upwards to lock



Lock lever in up position (locked)

- The door can only be unlocked by opening the door from the inside of the vehicle.

### Litigate:

- Currently the liftgate cannot be manually locked. To prevent unauthorized access to the tailgate, please park the vehicle where the tailgate cannot be opened.

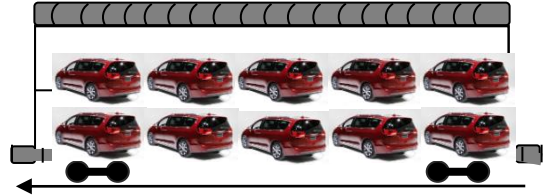
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Chrysler Pacifica AWD	204.6	83.0	90.4	79.6	69.3	70.5	121.6	4907	5013	14.7°	19.4°	12.8°
Chrysler Pacifica FWD	204.6	83.0	90.4	79.6	68.7	70.0	121.6	4698	4729	14.0°	18.7°	12.5°
Chrysler Pacifica Hybrid	203.6	83.0	90.4	79.6	68.6	69.8	121.6	5044	5196	13.7°	18.7°	12.3°

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Climate control comes on automatically on Pacifica models.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5 ) to maximize the distance between vehicles and between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3” roof clearances must be maintained.
- Front chocks should be set in the medium setting.
- Rear chocks should be set in the highest setting. Approved chocks: Grate lock, Grip Lock, Stay Put, Lock & Load.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading if damage is to be avoided to undercarriage/front fascia and the rocker panels.



### Guidelines for Haulaway Transport:

- **ONLY 7 units are to be loaded due to length and clearance concerns. See picture for correct vehicle positioning.**
- Strap/Soft tie securement only.
- There is a high potential for undercarriage / rocker panel damage, please ensure all ramps / decks are as level as possible.
- Properly set skid position to prevent front fascia damage.
- A stop condition is required when entering or exiting the ramp.
- **SLOW** speed is essential because this is a low profile model.





This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- SLOW speed is essential when loading and unloading to avoid damage.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not carry any tools, straps, etc., between or around vehicles while on the vessel.

Wheel lash in front



Wheel lash in front



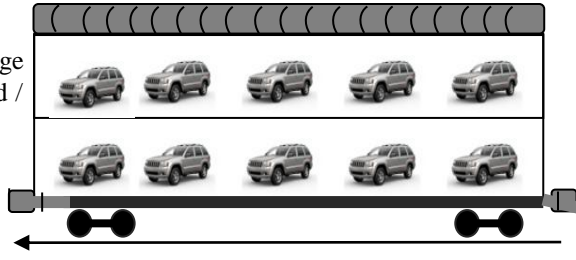
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs)	Max* Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
				Highest	Lowest						
Durango	199.8	85.5	75.6	71.6	70.9	119.8	4777	5490	16.3°	21.5°	17.9°
Durango SRT	200.0	85.5	75.7	78.3	71.6	119.8	5261	5480	16.3°	20.3°	16.2°
Durango SRT Hellcat	200.0	85.5	75.7	78.3	71.6	119.8	5703	5483	18.2°	20.3°	16.2°

**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- Climate control comes on automatically on Jeep Grand Cherokee and Dodge Durango models. All high altitudes trims all ship with their airbags deflated / Lowest position.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum 3” roof clearance must be maintained.
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.



**Chocks:**

- End units must be secured using a 6-point chock system. Four chocks on the outboard tires and two chocks on the inboard tires (front tires).
- All other units must be equipped with 4 chocks on the outboard tires.
- Chocks must be set in the highest setting. Approved chocks: Grate lock, Grip Lock, Stay Put, Lock & Load.

**Guidelines for Haulway Transport:**

Strap/Soft tie securement only. All high altitudes trims all ship with their airbags deflated / lowest position.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- SLOW speed is essential when loading and unloading to avoid damage.

**• Durango**

- Wheel lash only.
- When wheel lashing:
  - The vehicle should be lashed through the lower quarter of the wheel.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.

Wheel lash in front



Wheel lash in rear





This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Vehicles weights listed below. Listed weights do not reflect after market modifications.**

<b>YEAR</b>	<b>BODY MODEL</b>	<b>VEHICLE NAME PLATE</b>	<b>MIN</b>	<b>MAX</b>
2024	WD D E 75	DODGE DURANGO SPECIAL SERV 4X2	4777.3	5053.6
2024	WD D H 75	DODGE DURANGO GT 4X2	5001.2	5033.2
2024	WD D L 75	DODGE DURANGO SXT 4X2	4819.7	4969.6
2024	WD D P 75	DODGE DURANGO CITADEL 4X2	4976.7	5227.7
2024	WD D S 75	DODGE DURANGO R/T 4X2	5222.4	5254.6
2024	WD E E 75	DURANGO PURSUIT VEHICLE 4X4	5146.4	5453.6
2024	WD E H 75	DODGE DURANGO GT 4X4	5150	5183.2
2024	WD E L 75	DODGE DURANGO SXT 4X4	4900.9	5050.7
2024	WD E M 75	DODGE DURANGO SRT HELLCAT 4X4	5703.1	5483
2024	WD E P 75	DODGE DURANGO CITADEL 4X4	5103.8	5489.6
2024	WD E S 75	DODGE DURANGO R/T 4X4	5397.1	5484.6
2024	WD E X 75	DODGE DURANGO SRT 4X4	5261.2	5480.5

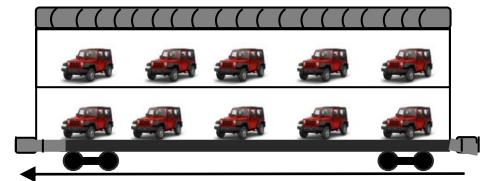
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Height (in)		Wheelbase (in)	Approach Angle	Departure Angle	Breakover Angle
			Highest	Lowest				
Wrangler Sport (2 DR)	166.8	71.7	73.4	71.9	118.4	41.4°	30.2°	20.3°
Wrangler Rubicon (2 DR)	167.0	71.7	74.9	73.4	118.4	41.8°	30.8°	21.0°
Wrangler Sport (4 DR)	188.4	71.7	74.0	71.9	118.4	43.9°	32.2°	22.6°
Wrangler Sahara (4 DR)	188.1	71.7	74.7	72.6	118.4	41.8°	30.8°	21.0°
Wrangler Rubicon (4 DR)	188.6	71.7	75.4	73.3	118.4	43.9°	32.2°	22.6°
Wrangler Sport PHEV	188.2	71.7	74.6	72.5	118.4	40.6°	29.8°	19.3°

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- Vehicles are to be uniformly positioned on decks (A = 5, B = 5) to maximize the distance between vehicles and between vehicles and end doors.
- Maintain a minimum clearance of 3" between vehicles and 5" between vehicles and end doors. When possible maintain 5" between vehicles and 7" between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3" roof clearances must be maintained.

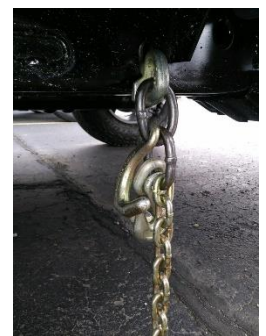
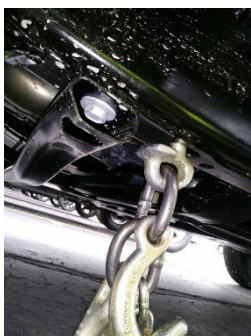


### Chocks:

- End units must be secured using a 6-point chock system. Four chocks on the outboard tires and two chocks on the inboard tires (front tires).
- All other units must be equipped with 4 chocks on the outboard tires.
- Chocks must be set in the highest setting. Approved chocks: Grate lock, Grip Lock, Stay Put, Lock & Load.

### Guidelines for Haulaway Transport:

- Soft tie (over the tire strap) and hard tie (chain) securement approved. R hooks only if chains are used.
- Do not mix hard tie (chains) and soft tie (over the tire strap) application on same vehicle.
- Approved chain tie down locations pictured below.
- Do not load models with soft tops rearward on the head rack to avoid wind damage.
  - All other units can be loaded forward or rearward.
- Use caution when entering / exiting this vehicle to avoid damage to the sill.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



YEAR	BODY MODEL	VEHICLE NAME PLATE	MIN	MAX
2024	JL JL 72	JEEP WRANGLER SPORT (2DR)	4044	4246.1
2024	JL JL 72	JEEP WRANGLER WILLYS (2DR)	4172	4362.3
2024	JL JL 72	JEEP WRANGLER WILLYS XTREME RECON 35	4376	4589.5
2024	JL J L 74	JEEP WRANGLER SPORT UNLIMITED (4DR)	4296	4564.3
2024	JL J L 74	JEEP WRANGLER WILLYS XTREME RECON 35	4628	4849.6
2024	JL J L 74	JEEP WRANGLER WILLYS UNLIMITED (4DR)	4482	4729.2
2024	JL J P 74	JEEP WRANGLER SAHARA UNLIMITED (4DR)	4562.6	4582.6
2024	JL J S 72	JEEP WRANGLER RUBICON (2DR)	4279	4661.8
2024	JL J S 72	JEEP WRANGLER XTREME RECON 35 TIRE	4472	4860.4
2024	JL J S 74	JEEP WRANGLER RUBICON UNLIMITED (4DR)	5008.6	5011.1
2024	JL J S 74	JEEP WRANGLER XTREME RECON 35 TIRE	4777	5136.4
2024	JL J T 74	JEEP WRANGLER SUMMIT UNLIMITED (4DR)	4651	4702.3
2024	JL J X 74	JEEP WRANGLER J9 XTREME RECON (4DR)	5268	5464.6
2024	JL U L 74	JEEP WRANGLER SPORT UNLIMITED RHD 4D	4369	4432
2024	JL X L 74	JEEP WRANGLER SPORT PHEV 4-DOOR	5366.9	5525.3
2024	JL X P 74	JEEP WRANGLER SAHARA PHEV 4-DOOR	5075	5272
2024	JL X S 74	JEEP WRANGLER RUBICON PHEV 4-DOOR	5226	5619.3
2024	JL X T 74	JEEP WRANGLER SUMMIT PHEV 4-DOOR	5265	5316

**Vehicles weights listed below. Listed weights do not reflect after market modifications.**

**Guidelines for Ocean Transport:**

- SLOW speed is essential when loading and unloading to avoid damage.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.
- Fixed loop in the front on the right side of vehicle.
- Fixed loop in the rear located on the left side of the vehicle.

Wheel lash in front



Wheel lash in rear





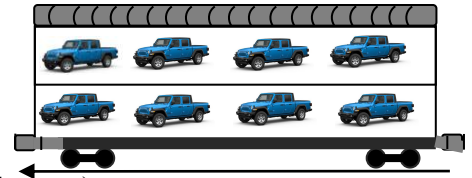
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs)	Max* Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
				Highest	Lowest						
JT Sport	218.1	71.7	77.7	75.1	73.1	137.3	4640.1	4983.1	40.8°	25.0°	18.4°
JT Rubicon	217.7	71.7	77.7	76.1	74.1	137.3	5009.4	5290.5	43.4°	25.8°	20.3°
JT Mojave	217.8	71.7	77.7	76.3	74.3	118.4	4982.1	5291.1	44.7°	25.5°	20.9°

### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and between vehicles and end enclosures.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- Front and rear chocks should be placed in the high setting.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel. All units must be secured using a 6-point chocking system. Four chocks on outboard tires and two chocks on inboard tires (front tires). Approved chocks: Grate lock, Grip Lock, Stay Put, Lock & Load.



### Guidelines for Haulaway Transport:

- Soft tie (over the tire strap) and hard tie (chain) securement approved. R hooks only if chains are used.
- Do not mix hard tie (chains) and soft tie (over the tire strap) application on same vehicle.
- Approved chain tie down locations pictured below.
- Do not load models with soft tops rearward on the head rack to avoid wind damage. All other units can be loaded forward or rearward.
- Use caution when entering/exiting this vehicle to avoid damage to the sill.

### Soft Tie Strapping



**ONLY Hard Tie Slots To Be Used**

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



YEAR	BODY MODEL	VEHICLE NAME PLATE	MIN	MAX
2024	JT J H 98	JEEP GLADIATOR MOJAVE 4X4	4982.1	5291.1
2024	JT J L 98	JEEP GLADIATOR SPORT 4X4	4640.1	4983.1
2024	JT J P 98	JEEP GLADIATOR OVERLAND 4X4	4687.2	4938.7
2024	JT J S 98	JEEP GLADIATOR RUBICON 4X4	5009.4	5290.5
2024	JT J T 98	JEEP GLADIATOR SUMMIT 4X4	4888	5009.5

Vehicles weights listed below. Listed weights do not reflect after market modifications.

**Guidelines for Ocean Transport:**

- SLOW speed is essential when loading and unloading to avoid damage.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.
- When wheel lashing:
  - All 4 wheels must be lashed.
  - The vehicle should be lashed through the lower quarter of the rim.
  - Lashing strap can not come in contact with the tire valve.
  - Fix lashing straps to the wheel at an angle of 15 to 45 degrees.
  - Lashing straps are to be run through the spokes of the wheel and cannot be run around the tire.

Wheel lash in front



Wheel lash in rear



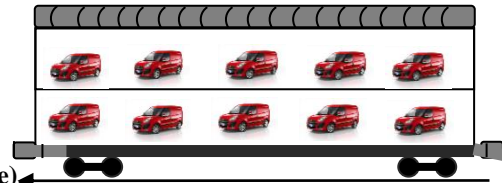
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Vehicle	Length	Width (with Mirrors)	Width (with Folded Mirrors)	Width (w/o Mirrors)	Height		Wheelbase	Track Front	Track Rear	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
<b>ProMaster</b>												
ProMaster City Cargo	186.6	83.5	72.8	72.1	75.9	74.6	108.5	NA	NA	17.2	29	NA
ProMaster City Passenger	186.6	83.5	72.8	72.1	75.9	74.6	108.5	NA	NA	17.4	28	NA

### Guidelines for Rail Transport:

- Loading is restricted to B1-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**)
- A minimum of 3” roof clearances must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- SLOW speed is essential when loading and unloading to avoid damage due to size of the vehicle.



### Chocks:

- End units must be secured using a 6-point chock system. Four chocks on the outboard tires and two chocks on the inboard tires (front tires).
- Front and rear chocks should be placed in the high setting. Approved chocks: Grate lock, Grip Lock, Stay Put, Lock & Load

### Guidelines for Haulway Transport:

- Strap/Soft tie securement only.
- Vehicles are to be uniformly positioned on decks (Lower Deck = 2, Top Deck = 3).
- Be aware of all height restrictions when loading and unloading.





This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Height (in)	Wheelbase (in)	Approach Angle	Departure Angle	Breakover Angle
<b>ProMaster</b>			<b>Short/Long Arm</b>					
1500 Cargo Low Roof / 118 WB	195	82.7	97.8/112.4	91.7	118	18.7	20.2	19
1500 Cargo Low Roof / 136 WB	213.1	82.7	97.8/112.4	93	136	18.7	21.2	16
1500 Cargo High Roof / 136 WB	213.1	82.7	97.8/112.4	103.6	136	18.7	21.2	16
2500 Cargo High Roof / 136 WB	213.2	82.7	97.8/112.4	93	136	18.7	21.2	16
2500 Cargo High Roof / 136 WB	213.2	82.7	97.8/112.4	103.6	136	18.7	21.2	16
2500 Cargo High Roof / 159 WB	236.3	82.7	97.8/112.4	102.1	159	19.9	21.2	13
3500 Cargo Low Roof / 136 WB	213.2	82.7	97.8/112.4	93	136	18.7	21.2	16
3500 Cargo High Roof / 136 WB	213.2	82.7	97.8/112.4	103.6	136	18.7	21.2	16
3500 Cargo High Roof / 159 WB	236.3	82.7	97.8/112.4	102.1	159	19.9	21.2	13
3500 Cargo Super High Roof / 159 WB	236.3	82.7	97.8/112.4	111.1	159	18.5	15	13
3500 VF BEV High Roof 159 WB EXT	250.6	NA	97.8/112.4	102.5	159	18.5	15	13
3500 VF BEV Super High Roof 159 WB EXT	250.6	NA	97.8/112.4	111.5	159	18.5	15	13
2500 Windowed Cargo High Roof / 159 WB	236	NA	97.8/112.4	102.1	159	19.9	21.2	13
3500 Windowed Cargo High Roof / 159 WB EXT	236	NA	97.8/112.4	102.5	159	18.5	15	13
3500 Cutaway Cargo / 159 WB	236.3	NA	97.8/112.4	87.3	159	19.9	29.5	13
3500 Cutaway Cargo / 159 WB EXT	250.6	NA	97.8/112.4	87.3	159	19.9	29.5	13

**Guidelines for Flatbed Trailer:**

- Basket/bikini strap only.
- 4 Straps/unit.
- Make sure straps are not frayed or twisted.
- Straps should not come into contact with any part of the vehicle except the tire.



**Guidelines for Haulaway Trailer:**

- Over the Tire strap only.
- Straps must run parallel with tread.
- 4 Straps/unit.
- Make sure straps are not frayed or twisted.
- Straps should not come into contact with any part of the vehicle except the tire.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



YEAR	BODY MODEL	VEHICLE NAME PLATE	MIN	MAX
2024	VF 1 L 11	1500 CARGO 118" WB H1 1L11	5038.5	5195.1
2024	VF 1 L 12	1500 CARGO 136" WB H1 1L12	5170.6	5327.1
2024	VF 1 L 13	1500 CARGO 136" WB H2 1L13	5280	5436.5
2024	VF 2 L 12	2500 CARGO 136" WB H1 2L12	5178.2	5334.7
2024	VF 2 L 13	2500 CARGO 136" WB H2 2L13	5279	5435.5
2024	VF 2 L 16	2500 CARGO 159" WB H2 2L16	5448.9	5605.4
2024	VF 2 L 26	2500 WINDOW 159" H2 2L26	5173.7	5330.1
2024	VF 3 L 12	3500 CARGO 136" WB H1 3L12	5206.8	5363.3
2024	VF 3 L 13	2500 CARGO 136" WB H2 3L13	5328	5484.5
2024	VF 3 L 16	3500 CARGO 159" WB H2 3L16	5469.8	5626.4
2024	VF 3 L 17	3500 CARGO 159"EXT H2 3L17	5727.5	5884
2024	VF 3 L 18	3500 CARGO 159" WB H3 3L18	5479.8	5636.4
2024	VF 3 L 19	3500 CARGO 159"EXT H3 3L19	5854.3	6010.8
2024	VF 3 L 27	3500 WINDOW 159"EXT H2 3L27	5306.4	5462.9
2024	VF 3 L 34	3500 CUT AWAY 159" H1 3L34	4162.3	4318.8
2024	VF 3 L 35	3500 CUT AWAY 159"EXT H1 3L35	4210.3	4366.8
2024	VF L L 59	3500 BEV CARGO 159" EXT H3 LL59	6568	6568.1

**\*\*\*Vehicle Height may differ with additional accessories\*\*\***

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

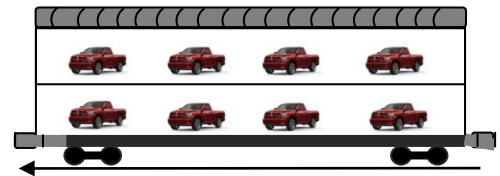


Weights on pages 71-78 & Dimensions are listed on page 70



**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3” roof clearance must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.
- Standard Cab model has longer doors than Quad Cab.



**Chocks:**

- All units must be secured using a 6-point chocking system. Four chocks on outboard tires and two chocks on inboard tires (front tires).
- Front and rear chocks should be placed in the high setting. Approved chocks: Grate lock, Grip Lock & Stay Put, Lock & Load.

**Guidelines for Haulaway Transport:**

- Soft tie (over the tire strap) and hard tie (chain) securement approved. Please see below from approved slots and type of hook.
- Do not mix hard tie (chains) and soft tie (over the tire strap) application on same vehicle.
- Units with a tonneau cover must be loaded forward to prevent wind damage.
- Trucks equipped with running boards/side steps cannot be loaded on the bottom deck.

**Soft Tie Strapping**



R Hook Only



T Hook Only



R Hook Only



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights on pages 71-78 & Dimensions are listed on page 70



**Guidelines for Ocean Transport:**

- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.
- Fixed loop on either side of the front side of the vehicle. Use wheel lashing if bumper hooks not available.
- Fixed bracket in the rear located on the trailer hitch. Use wheel lashing if tow hitch is not available.
- Lashing straps cannot contact any part of the vehicle other than the lashing bracket.

Wheel lash in front



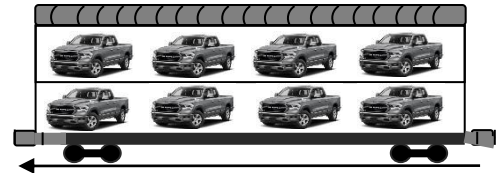
Wheel lash in rear



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



## Weights on pages 71-78 & Dimensions are listed on page 70



### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (If load factor is impacted, resume minimum clearance).
- A minimum of 3” roof clearances must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.

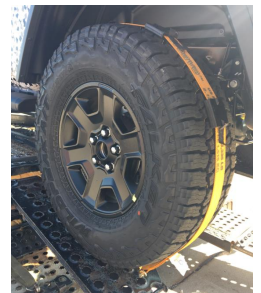
### Chocks:

- All units must be secured using a 6-point chocking system. Four chocks on outboard tires and two chocks on inboard tires (front tires).
- Front and rear chocks should be placed in the high setting. Approved chocks: Grate lock, Grip Lock & Stay Put, Lock & Load.

### Guidelines for Haulaway Transport:

- Soft tie (over the tire strap) and hard tie (chain) securement approved. Please see below from approved slots and type of hook.
- Do not mix hard tie (chains) and soft tie (over the tire strap) application on same vehicle.
- Units with a tonneau cover must be loaded forward to prevent wind damage.
- Trucks equipped with power & fixed running boards/side steps cannot be loaded on the bottom deck.
  - For trucks equipped with power side steps, ensure the vehicle instrument panel indicates “Ship Mode”.
  - If instrument panel does not indicate “Ship Mode”, do not open drivers door while loading. Power side steps will deploy causing damage.

### Soft Tie Strapping

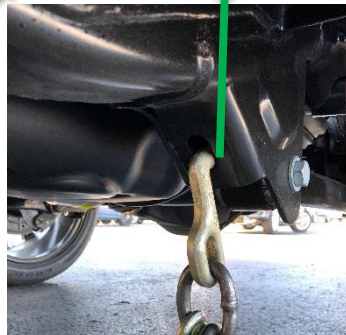


### Chain Tie Down Slots

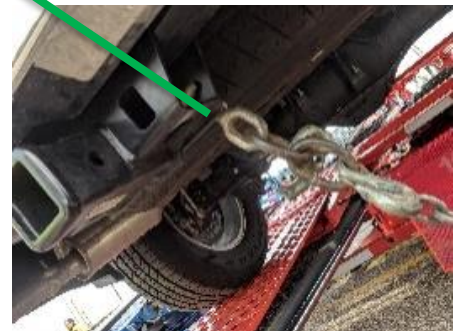
- Approved slots and hooks pictured below



R Hook ONLY



T Hook Only



T Hook Only

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.
- Do not lean on or touch unit while securing on vessel.
- Do not carry anything which may cause damage to the units while loading.
- Fixed loop on either side of the front side of the vehicle. Use wheel lashing if bumper hooks not available.
- Fixed bracket in the rear located on the trailer hitch. Use wheel lashing if tow hitch is not available.
- Lashing straps cannot contact any part of the vehicle other than the lashing bracket.

Wheel lash in front



Wheel lash in rear





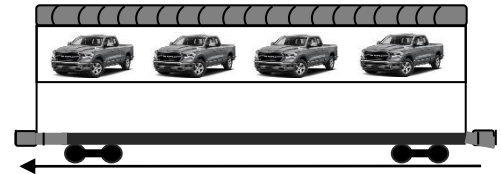
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Length (inches)	Width (with Mirrors)	Width (with Folded Mirrors) *Fender Width*	Height		Wheelbase	Track Front	Track Rear	Approach Angle	Departure Angle	Breakover Angle	Weight (min lbs.)	Weight (max lbs.)
			Highest	Lowest								
233.71	97.70	87.97	82.22	79.76	145.14	74.37	74.00	30.36°	25.13°	25.16°	6,396.2	6,850.6

### Guidelines for Rail Transport:

- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned (B deck = 4 units)
- Vehicles are restricted from A deck.
- Maintain a minimum clearance of 3" between vehicles and 5" between vehicles and end doors. When possible maintain 5" between vehicles and 7" between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3" roof clearances must be maintained.
- Slow speed is essential when loading and unloading to avoid damage due to the size of the vehicle.



### Chocks:

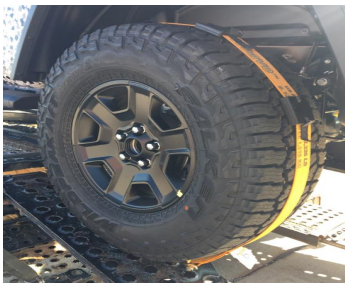
- All units must be secured using a 6-point chocking system. Four chocks on outboard tires and two chocks on inboard tires (front tires).
- Approved chocks consist of Grip Lock, Grate lock and Stay Put chocks. Ensure chocks are set on the highest setting.
- Extreme caution is required when handling chocks due to limited spacing between vehicle fenders and rail side wall.
- Ensure chock is set in low position with chock teeth facing railcar sidewall.
- When moving through the railcar specifically at the wheel fenders, ensure the rail loader is facing the railcar sidewall.

### Guidelines for Haulaway Transport:

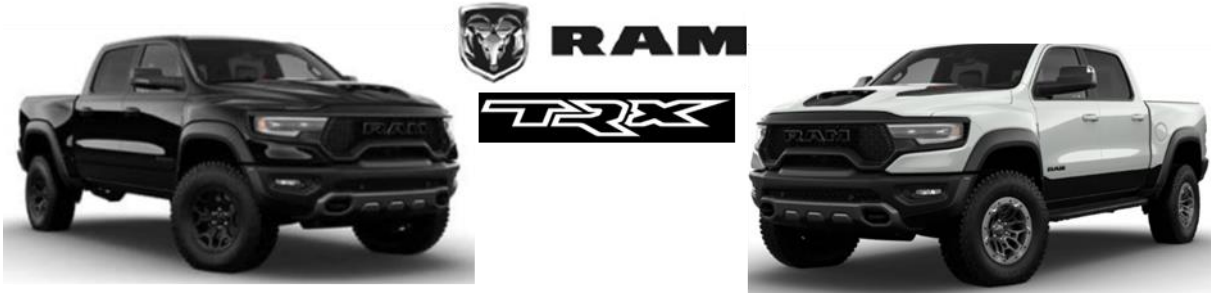
- **Extreme caution while loading due to large vehicle size.**
- Vehicle is restricted from loading on head rack and lower deck.
- Soft tie (over the tire strap) and hard tie (chain) securement approved. R hooks only if chains are used.
- Do not mix hard tie (chains) and soft tie (over the tire strap) application on same vehicle.
- Approved chain tie down locations pictured below.
- Units with a tonneau cover must be loaded forward to prevent wind damage.



R Hooks ONLY



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Ocean Transport:**

- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.
- **Securement Standard:** Fixed loop to both bumper hooks on the front side of the vehicle. Use wheel lashing if bumper hooks not available.
- Fixed bracket in the rear of vehicle located on the trailer hitch. Use wheel lashing if trailer hitch is not available.
- Lashing straps cannot contact any part of the vehicle other than the bumper hooks, wheels or trailer hitch.
- Do not lean on or touch unit while securing on vessel.

Wheel lash in front



Wheel lash in rear



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

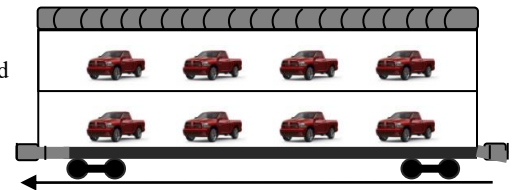


Weights on pages 71-78 & Dimensions are listed on page 70



**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end doors.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible, maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3” roof clearance must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.
- Standard Cab models have longer doors than Quad Cab models.

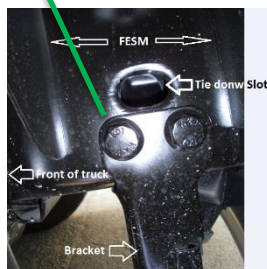


**Chocks:**

- All units must be secured using a 6-point chocking system. Four chocks on outboard tires and two chocks on inboard tires (front tires).
- Ensure chocks are set on the highest setting. Approved chocks: Grate lock, Grip Lock & Stay Put, Lock & Load.

**Guidelines for Haulaway Transport:**

- Soft tie (over the tire strap) and hard tie (chain) securement approved. Please see below from approved slots and type of hook.
- Do not mix hard tie (chains) and soft tie (over the tire strap) application on same vehicle.
- Units with a tonneau cover must be loaded forward to prevent wind damage.



Soft Tie Strapping

J Hook ONLY

R Hook ONLY



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

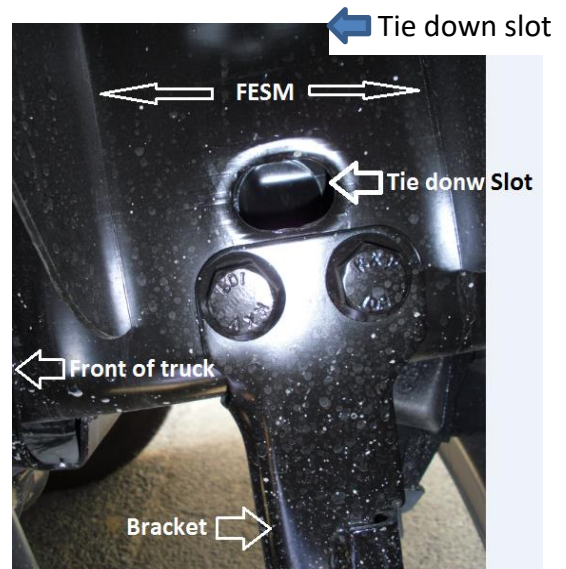
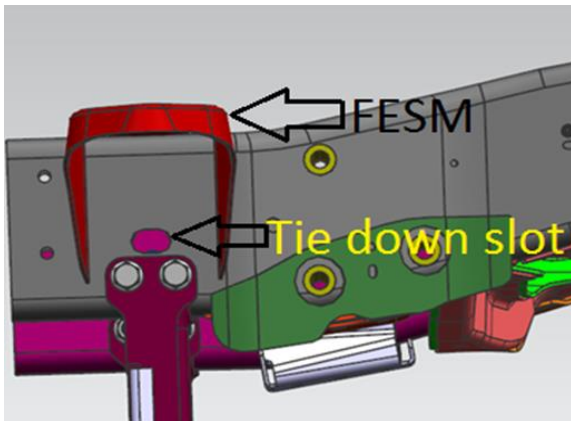


Weights on pages 71-78 & Dimensions are listed on page 70



The present addendum is only for DJ 4X4 2014 truck and later, with bracket on front tie down slot, to be transported by ground:

- To identify a DJ 4X4 truck, examine the wheel. It must have 8 stud bolts.
- When the truck is over the trailer, notice under it a bracket in the front tie down slot.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



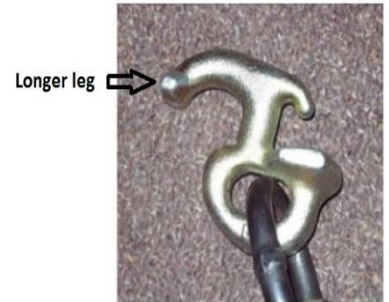
Weights on pages 71-78 & Dimensions are listed on page 70



“J” Hook



“R” hook



**Process of Securement**

- At the front of the truck, use the tie down slot located below the FESM.
- “J” hook to be used on front tie down slots.
- At the rear of the truck, insert the “R” hook with the longer leg facing to the rear of the truck and then the hook must be rotated with the longer leg facing upwards.
- The “R” hooks must be placed carefully to ensure proper engagement.



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

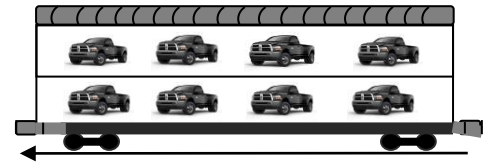


Weights on pages 71-78 & Dimensions are listed on page 70



**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- Spotter required for all loading / unloading.
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end enclosures.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3” roof clearance must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.
- Standard Cab models have longer doors than Quad Cab models.



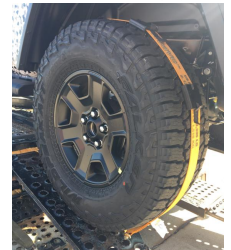
**Chocks:**

- All units must be secured using a 6-point chocking system. Four chocks on outboard tires and two chocks on inboard tires (front tires).
- Ensure chocks are set on the highest setting. Approved chocks: Grate lock, Grip Lock & Stay Put, Lock & Load.

**Guidelines for Haulaway Transport:**

- Soft tie (over the tire strap) and hard tie (chain) securement approved.
- Do not mix hard tie (chains) and soft tie (over the tire strap) application on same vehicle.
- Approved chain tie down locations pictured below.
- Units with a tonneau cover must be loaded forward to prevent wind damage.

**Soft Tie Strapping**



J Hook

R Hook ONLY





This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

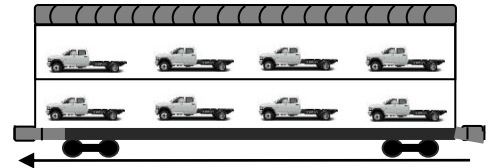


Weights on pages 71-78 & Dimensions are listed on page 70



**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- If upfit with a bed or workbox a spotter is required for loading/unloading
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end enclosures.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3” roof clearance must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.
- Standard Cab model has longer doors than Quad Cab model.



**Chocks:**

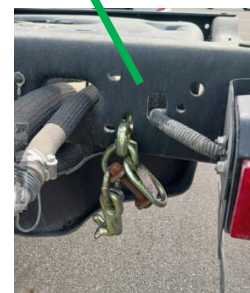
- All units must be secured using a 6-point chocking system. Four chocks on outboard tires and two chocks on inboard tires (front tires).
- Ensure chocks are set on the highest setting. Approved chocks: Grate lock, Grip Lock & Stay Put, Lock & Load.

**Guidelines for Haulaway Transport:**

- Soft tie (over the tire strap) and hard tie (chain) securement approved. Please see below from approved chain slots and type of hook.
- Do not mix chains and straps when securing vehicle to the Haul-away Truck.
- Units with a tonneau cover must be loaded forward to prevent wind damage.



R Hook



R Hook ONLY

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

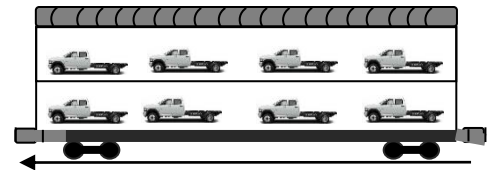


Weights on pages 71-78 & Dimensions are listed on page 70



**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
- If upfit with a bed or workbox a spotter is required for loading/unloading
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end enclosures.
- Maintain a minimum clearance of 3” between vehicles and 5” between vehicles and end doors. When possible maintain 5” between vehicles and 7” between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3” roof clearance must be maintained.
- Exercise caution when entering or exiting the driver’s door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.
- Standard Cab model has longer doors than Quad Cab model.

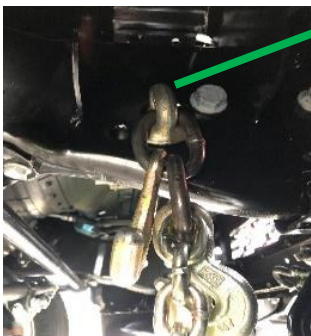


**Checks:**

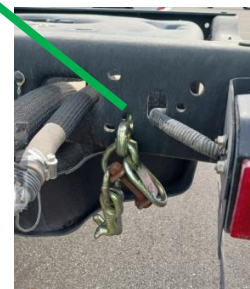
- All units must be secured using a 6-point chocking system. Four chocks on outboard tires and two chocks on inboard tires (front tires).
- Ensure chocks are set on the highest setting. Approved chocks Grate Lock & Stay Put.

**Guidelines for Haulaway Transport:**

- Soft tie (over the tire strap) and hard tie (chain) securement approved. Please see below from approved chain slots and type of hook.
- Do not mix chains and straps when securing vehicle to the Haul-away Truck.
- Units with a tonneau cover must be loaded forward to prevent wind damage.



R Hook



R Hook ONLY

This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

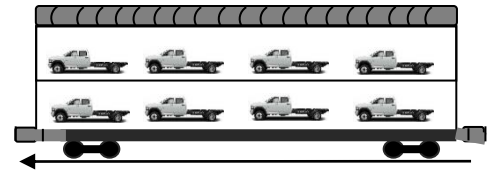


## Weights on pages 71-78 & Dimensions are listed on page 70



### Guidelines for Rail Transport:

- Loading is restricted to Bi-level railcars.
- If upfit with a bed or workbox a spotter is required for loading/unloading
- Vehicles are to be uniformly positioned on decks (A = 4, B = 4) to maximize the distance between vehicles and also the distance between vehicles and end enclosures.
- Maintain a minimum clearance of 3" between vehicles and 5" between vehicles and end doors. When possible maintain 5" between vehicles and 7" between vehicles and end doors (**If load factor is impacted, resume minimum clearance**).
- A minimum of 3" roof clearance must be maintained.
- Exercise caution when entering or exiting the driver's door on rail due to restricted clearance between door and side panel.
- **SLOW** speed is essential when loading and unloading to avoid damage due to the size of the vehicle.
- Standard Cab model has longer doors than Quad Cab model.

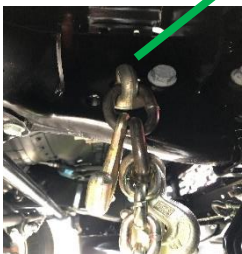
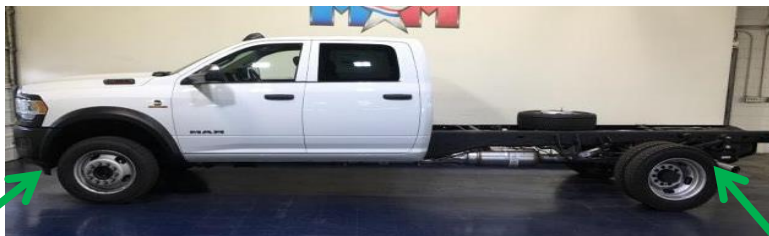


### Chocks:

- All units must be secured using a 6-point chocking system. Four chocks on outboard tires and two chocks on inboard tires (front tires).
- Ensure chocks are set on the highest setting. Approved chocks Grate Lock & Stay Put.

### Guidelines for Haulaway Transport:

- Soft tie (over the tire strap) and hard tie (chain) securement approved. Please see below from approved chain slots and type of hook.
- Do not mix chains and straps when securing vehicle to the Haul-away Truck.
- Units with a tonneau cover must be loaded forward to prevent wind damage.



R Hook



R Hook ONLY



This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

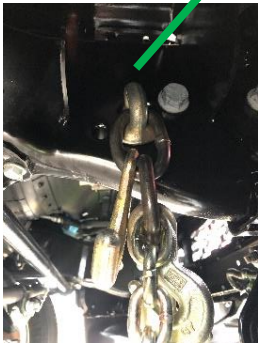


Weights on pages 71-78 & Dimensions are listed on page 70



**Guidelines for Haulaway Transport:**

- Soft tie (over the tire strap) and hard tie (chain) securement approved. Please see below from approved chain slots and type of hook.
- Do not mix chains and straps when securing vehicle to the Haul-away Truck.
- Units with a tonneau cover must be loaded forward to prevent wind damage.
- Rear exterior wheels must be removed if vehicle is loaded in any position besides the last position on the bottom deck. Removed wheels must be stored and secured during transportation. FCA Damage Prevention must approve the storage location.



R Hook ONLY



R Hook ONLY

# Dimensions for RAM Trucks

## RAM 1500, RAM 2500, RAM 3500, RAM 4500 & RAM 5500

# Vehicle Loading Sheets

## Feb 2024, Version 12.6

Vehicle	Family Body Code	Length	Width (w/o Mirrors)			Height (Ship Mode)		Height (Normal Ride Height)		Height (Off Road Height)		Wheelbase	Track Front	Track Rear	Approach Angle	Departure Angle	Breakover Angle
			Width (with Mirrors)	Width (with Folded Mirrors)	Width (w/o Mirrors)	Highest	Lowest	Highest	Lowest	Highest	Lowest						
DS																	
1500 REG CAB 6' BOX	DS1L61, DS1H61, DS1L61, DS1H61	289.0	103.5	84.6	79.4	75.9	74.6	75.9	74.6	NA	NA	120.5	68.6	67.5	15.6	21.0	21.5
1500 REG CAB 8' BOX	DS1L62, DS1H62, DS1L62, DS1H62	231.0	103.5	84.6	79.4	75.7	74.4	75.7	74.4	NA	NA	140.5	68.6	67.5	15.7	20.0	17.2
1500 QUAD CAB 6' BOX	DS1L41, DS1H41, DS1L41, DS1H41	229.0	103.5	84.6	79.4	75.4	74.2	75.4	74.2	NA	NA	140.5	68.6	67.5	15.7	20.5	17.2
1500 CREW CAB 5'7" BOX	DS1L91, DS1H91, DS1L91, DS1H91, 6T98	229.0	103.5	84.6	79.4	75.4	75.2	75.4	75.2	NA	NA	140.5	68.6	67.5	15.7	20.5	17.2
1500 CREW CAB 6'4" BOX	DS1L91, DS1H91, DS1L91, DS1H91	237.0	103.5	84.6	79.4	75.7	75.1	75.7	75.1	NA	NA	145.5	68.6	67.5	16.0	20.4	16.4
1500 CREW CAB 5'7" BOX POLICE PKG	DS1678	229.0	103.5	84.6	79.4	75.4	75.2	75.4	75.2	NA	NA	140.5	68.6	67.5	17.8	21.2	16.9
1500 QUAD CAB 6'4" BOX	DT1E41, DT1L41, DT1M41, DT1T41, DT1P41, DT1L41, DT1M41, DT1T41, DT1X41, DT1P41	238.0	102.9	83.6	82.1	79.3	77.6	79.3	77.6	NA	NA	140.5	68.6	68.2	18.1	25.0	17.8
1500 QUAD CAB 6'4" BOX AIR SUSPENSION	DT1E41, DT1L41, DT1M41, DT1T41, DT1X41, DT1P41	228.0	102.9	83.6	82.1	75.5	75.9	79.3	77.6	80.3	79.7	140.5	68.6	68.2	14.4	22.5	14.4
1500 CREW CAB 5'7" BOX	DT1E98, DT1L98, DT1H98, DT1T98, DT1P98, DT1M98, DT1L98, DT1H98, DT1T98, DT1X98, DT1P98, DT1M98	234.0	102.9	83.6	82.1	79.2	77.5	79.2	77.5	NA	NA	144.6	68.6	68.2	18.0	24.9	17.5
1500 CREW CAB 5'7" BOX AIR SUSPENSION	DT1E98, DT1L98, DT1H98, DT1T98, DT1P98, DT1M98, DT1L98, DT1H98, DT1T98, DT1X98, DT1P98, DT1M98	234.0	102.9	83.6	82.1	76.4	75.8	79.2	77.5	80.2	79.6	144.6	68.6	68.2	14.6	22.4	14.2
1500 CREW CAB 6'4" BOX	DT1E91, DT1L91, DT1M91, DT1T91, DT1P91, DT1M91, DT1L91, DT1H91, DT1T91, DT1X91, DT1P91, DT1M91	241.0	102.9	83.6	82.1	79.6	77.4	79.6	77.4	NA	NA	152.5	68.6	68.1	18.1	24.9	15.7
1500 CREW CAB 6'4" BOX AIR SUSPENSION	DT1E91, DT1L91, DT1M91, DT1T91, DT1P91, DT1M91, DT1L91, DT1H91, DT1T91, DT1X91, DT1P91, DT1M91	241.0	102.9	83.6	82.1	75.8	75.7	78.8	77.4	79.6	79.5	153.5	68.6	68.1	14.5	22.7	13.5
1500 CREW CAB 5'7" BOX TRX	6598	237.0	102.9	83.6	86.0	83.1	83.1	83.1	83.1	NA	NA	145.1	74.4	74.0	39.0	25.0	24.0
2500 REG CAB 6' BOX	DJ2L62, DJ2H62, DJ2L62, DJ2H62	252.0	103.5	84.8	82.4	80.5	77.3	80.5	77.3	NA	NA	140.2	67.7	67.1	16.2	21.4	16.3
2500 REG CAB 6' BOX AIR SUSPENSION	DJ2L62, DJ2H62, DJ2L62, DJ2H62	232.0	103.5	84.8	82.4	79.2	76.0	80.0	76.8	NA	NA	140.2	67.7	67.1	17.7	19.5	13.4
2500 CREW CAB 6'4" BOX	DJ2L91, DJ2H91, DJ2M91, DJ2P91, DJ2R91, DJ2L91, DJ2H91, DJ2M91, DJ2P91, DJ2R91	238.0	103.5	84.8	83.4	80.4	77.2	80.4	77.2	NA	NA	148.0	67.7	67.1	16.2	22.2	16.4
2500 CREW CAB 6'4" BOX AIR SUSPENSION	DJ2L91, DJ2H91, DJ2M91, DJ2P91, DJ2R91, DJ2L91, DJ2H91, DJ2M91, DJ2P91, DJ2R91	238.0	103.5	84.8	83.4	79.2	76.0	80.0	77.0	NA	NA	148.0	67.7	67.1	17.6	16.1	12.8
2500 CREW CAB 8' BOX	DJ2L92, DJ2H92, DJ2M92, DJ2P92, DJ2R92, DJ2L92, DJ2H92, DJ2M92, DJ2P92, DJ2R92	240.0	103.5	84.8	83.4	80.3	77.1	80.3	77.1	NA	NA	163.0	67.7	67.1	16.2	21.2	13.9
2500 CREW CAB 8' BOX AIR SUSPENSION	DJ2L92, DJ2H92, DJ2M92, DJ2P92, DJ2R92, DJ2L92, DJ2H92, DJ2M92, DJ2P92, DJ2R92	250.0	103.5	84.8	83.4	79.3	76.0	79.9	76.7	NA	NA	163.0	67.7	67.1	17.5	19.5	11.8
2500 MEGA CAB 6'4" BOX	DJ7H81, DJ7M81, DJ7P81, DJ7R81	249.0	103.5	84.8	83.4	80.0	80.0	80.0	80.0	NA	NA	160.4	67.7	67.1	23.3	25.7	20.3
2500 MEGA CAB 6'4" BOX AIR SUSPENSION	DJ7H81, DJ7M81, DJ7P81, DJ7R81	249.0	103.5	84.8	83.4	79.2	78.9	80.0	79.6	NA	NA	160.4	67.7	67.1	23.9	18.6	16.6
2500 POWERWAGON CREW CAB 6'4" BOX, DJ7R81		239.0	103.5	84.8	83.4	80.9	80.9	80.9	80.9	NA	NA	143.5	68.7	67.9	29.4	26.0	23.1
3500 REG CAB 8' BOX SRW	D23L62, D23H62, D23L62, D23H62	232.0	103.5	84.8	86.5	84.4	78.6	84.4	78.6	NA	NA	140.2	67.7	67.1	18.0	23.8	18.7
3500 REG CAB 8' BOX SRW AIR SUSPENSION	D23L62, D23H62, D23L62, D23H62	232.0	103.5	84.8	86.5	79.8	78.4	79.9	78.5	NA	NA	140.2	67.7	67.1	16.1	22.8	18.1
3500 REG CAB 8' BOX DRW	D23L62, D23H62, D23L62, D23H62	232.0	103.5	84.8	86.5	79.8	78.0	79.9	78.0	NA	NA	140.2	68.5	75.8	16.4	23.2	17.9
3500 REG CAB 8' BOX DRW AIR SUSPENSION	D23L62, D23H62, D23L62, D23H62	232.0	103.5	84.8	86.5	79.2	77.7	79.3	77.8	NA	NA	140.2	68.5	75.8	16.7	22.2	17.0
3500 CREW CAB 6'4" BOX SRW	D23L91, D23H91, D23M91, D23P91, D23R91, D23L91, D23H91, D23M91, D23P91, D23R91	238.0	103.5	84.8	83.4	80.4	78.5	80.4	78.5	NA	NA	149.0	67.7	67.1	18.0	24.7	17.6
0 CREW CAB 6'4" BOX SRW AIR SUSPENSION	D23L91, D23H91, D23M91, D23P91, D23R91, D23L91, D23H91, D23M91, D23P91, D23R91	238.0	103.5	84.8	83.4	79.9	78.3	80.0	78.4	NA	NA	149.0	67.7	67.1	18.3	23.6	17.1
3500 CREW CAB 8' BOX SRW	D23L92, D23H92, D23M92, D23P92, D23R92, D23L92, D23H92, D23M92, D23P92, D23R92	240.0	103.5	84.8	83.4	80.3	78.3	80.3	78.3	NA	NA	163.1	67.7	67.1	18.0	23.5	15.9
00 CREW CAB 8' BOX SRW AIR SUSPENSION	D23L92, D23H92, D23M92, D23P92, D23R92, D23L92, D23H92, D23M92, D23P92, D23R92	240.0	103.5	84.8	83.4	79.8	78.1	80.0	78.2	NA	NA	163.1	67.7	67.1	18.2	22.5	15.4
3500 CREW CAB 8' BOX DRW	D23L92, D23H92, D23M92, D23P92, D23R92, D23L92, D23H92, D23M92, D23P92, D23R92	240.0	103.5	84.8	86.5	79.6	77.7	79.6	77.7	NA	NA	163.0	68.5	75.8	16.5	22.9	14.9
00 CREW CAB 8' BOX DRW AIR SUSPENSION	D23L92, D23H92, D23M92, D23P92, D23R92, D23L92, D23H92, D23M92, D23P92, D23R92	240.0	103.5	84.8	86.5	79.1	77.5	79.2	77.6	NA	NA	163.0	68.5	75.8	16.8	21.9	14.9
3500 MEGA CAB 6'4" BOX SRW	D28H81, D28M81, D28P81, D28R81	249.0	103.5	84.8	83.4	80.0	80.0	80.0	80.0	NA	NA	160.0	67.7	67.1	22.5	25.3	19.7
0 MEGA CAB 6'4" BOX SRW AIR SUSPENS	D28H81, D28M81, D28P81, D28R81	249.0	103.5	84.8	83.4	79.8	79.5	80.0	79.6	NA	NA	160.0	67.7	67.1	23.1	22.8	17.8
3500 MEGA CAB 6'4" BOX DRW	D28H81, D28M81, D28P81, D28R81	249.0	103.5	84.8	86.5	79.6	79.5	79.6	79.5	NA	NA	160.0	68.5	75.8	21.2	24.7	17.9
0 MEGA CAB 6'4" BOX DRW AIR SUSPENS	D28H81, D28M81, D28P81, D28R81	249.0	103.5	84.8	86.5	79.1	79.0	79.2	79.1	NA	NA	160.0	68.5	75.8	21.8	22.2	16.9

**\*\* Listed vehicle heights do not reflect after market modifications\*\***

Model	Body Model	Min Weights (LBS)	Max Weights (LBS)
<b>1500 QUAD CAB 6'4" BOX (DT)</b>			
Ram 1500	DT1E41	4781.0	4798
Ram 1500	DT1L41	4962.9	5283.3
Ram 1500	DT1H41	4773.5	5399.7
Ram 1500	DT6L41	5316.3	5622.9
Ram 1500	DT6H41	5391.9	5700.8
<b>1500 CREW CAB 5'7" BOX (DT)</b>			
Ram 1500	DT1L98	5186.4	5462.5
Ram 1500	DT1H98	5302.7	5567.8
Ram 1500	DT1T98	5381.9	5678.9
Ram 1500	DT1X98	5695.9	6004.5
Ram 1500	DT1P98	5637.2	5910.2
Ram 1500	DT1R98	5773.0	5985.1
Ram 1500	DT1M98	5750.5	5827.7
Ram 1500	DT6L98	5521.2	5786.5
Ram 1500	DT6H98	5666.5	5964.7
Ram 1500	DT6T98	5724.0	5840.3
Ram 1500	DT6X98	5921.9	6167
Ram 1500	DT6P98	5850.5	6156.8
Ram 1500	DT6R98	5944.3	6176.7
Ram 1500	DT6M98	6099.9	6195.1
<b>1500 CREW CAB 6'4" BOX (DT)</b>			
Ram 1500	DT1L91	5428.0	5497.8
Ram 1500	DT1H91	5462.5	5626.1
Ram 1500	DT1T91	5590.1	5703.3
Ram 1500	DT1P91	5743.1	5840.9
Ram 1500	DT1R91	5752.9	5826.7
Ram 1500	DT1M91	5749.4	5886.2
Ram 1500	DT6L98	5521.2	5786.5
Ram 1500	DT6H98	5666.5	5964.7
Ram 1500	DT6T98	5724.0	5840.3
Ram 1500	DT6P98	5850.5	6156.8
Ram 1500	DT6R98	5944.3	6176.7
Ram 1500	DT6M98	6099.0	6195.1
<b>1500 CREW CAB 5'7" BOX TRX (DT)</b>			
Ram 1500	DT6S98	6442.7	6914.5

**\*\*Listed vehicle weights do not reflect after market modifications\*\***



Model	Body Model	Min Weights (LBS)	Max Weights (LBS)
<b>2500 REG CAB 8' BOX (DJ)</b>			
Ram 2500	DJ2L62	5818.8	7482.2
Ram 2500	DJ2H62	5861.7	7526.5
Ram 2500	DJ7L62	6053.3	9000.5
Ram 2500	DJ7H62	6280.3	8471.6
<b>2500 REG CAB 8' BOX AIR SUSPENSION (DJ) = SEB</b>			
Ram 2500	DJ2L62	6643.1	7482.2
Ram 2500	DJ2H62	6669.9	7526.5
Ram 2500	DJ7L62	7803.0	8980.8
Ram 2500	DJ7H62	7817.3	8985
<b>2500 CREW CAB 6'4" BOX (DJ)</b>			
Ram 2500	DJ2L91	6362.0	7896.1
Ram 2500	DJ2H91	6451.7	8004.6
Ram 2500	DJ2M91	7071.7	7167.1
Ram 2500	DJ2P91	6976.1	7924.4
Ram 2500	DJ2R91	7244.1	8127.1
Ram 2500	DJ7L91	6626.8	7239.1
Ram 2500	DJ7H91	6862.5	9398.4
Ram 2500	DJ7M91	7295.1	9147.4
Ram 2500	DJ7P91	7339.2	9307.8
Ram 2500	DJ7R91	7370.6	9292.4
<b>2500 CREW CAB 6'4" BOX AIR SUSPENSION (DJ)</b>			
Ram 2500	DJ2L91	6977.3	7896.1
Ram 2500	DJ2H91	7175.8	8004.6
Ram 2500	DJ2M91	7067.9	8050.1
Ram 2500	DJ2P91	6976.1	7922.2
Ram 2500	DJ2R91	7140.0	8127.1
Ram 2500	DJ7L91	7321.1	9168.9
Ram 2500	DJ7H91	7544.3	9398.4
Ram 2500	DJ7M91	7295.1	9147.4
Ram 2500	DJ7P91	7339.2	9307.8
Ram 2500	DJ7R91	7370.6	9129.1

**\*\*Listed vehicle weights do not reflect after market modifications\*\***

Model	Body Model	Min Weights (LBS)	Max Weights (LBS)
<b>2500 CREW CAB 8' BOX (DJ)</b>			
Ram 2500	DJ2L92	6463.7	8185.9
Ram 2500	DJ2H92	6438.5	8126.7
Ram 2500	DJ2M92	7314.5	8141.5
Ram 2500	DJ2P92	7135.3	8033
Ram 2500	DJ2R92	7247.6	8074.5
Ram 2500	DJ7L92	7714.9	9433.7
Ram 2500	DJ7H92	7714.9	9433.7
Ram 2500	DJ7M92	7675.3	9412.6
Ram 2500	DJ7P92	7621.4	9376.6
Ram 2500	DJ7R92	7705.7	9425.6
<b>2500 CREW CAB 8' BOX AIR SUSPENSION (DJ)</b>			
Ram 2500	DJ2L92	7259.5	8185.9
Ram 2500	DJ2H92	7322.7	8126.7
Ram 2500	DJ2M92	7314.5	8141.5
Ram 2500	DJ2P92	7135.3	8033
Ram 2500	DJ2R92	7247.6	8074.5
Ram 2500	DJ7L92	7714.9	9433.7
Ram 2500	DJ7H92	7714.9	9433.7
Ram 2500	DJ7M92	7675.3	9412.6
Ram 2500	DJ7P92	7621.4	9376.6
Ram 2500	DJ7R92	7705.7	9425.6
<b>2500 MEGA CAB 6'4" BOX (DJ)</b>			
Ram 2500	DJ7M81	7655.1	8730.1
Ram 2500	DJ7P81	7823.6	9461.7
Ram 2500	DJ7R81	7628.9	9288.8
<b>2500 MEGA CAB 6'4" BOX AIR SUSPENSION (DJ)</b>			
Ram 2500	DJ7M81	7544.0	9350.1
Ram 2500	DJ7P81	7823.6	9461.7
Ram 2500	DJ7R81	7628.9	9288.8
<b>2500 POWERWAGON CREW CAB 6'4" BOX (DJ)</b>			
Ram 2500	DJ7X91	7129.5	7469.9

**\*\*Listed vehicle weights do not reflect after market modifications\*\***

Model	Body Model	Min Weights (LBS)	Max Weights (LBS)
<b>3500 REG CAB 8' BOX SRW (D2)</b>			
Ram 3500	D23L62	5759.9	8112.4
Ram 3500	D23H62	5774.1	8047.9
Ram 3500	D28L62	6117.5	7815.2
Ram 3500	D28H62	6156.6	9263.4
<b>3500 REG CAB 8' BOX SRW AIR SUSPENSION (D2)</b>			
Ram 3500	D23L62	6640.0	8112.4
Ram 3500	D23H62	6622.1	8047.9
Ram 3500	D28L62	7337.3	9334.2
Ram 3500	D28H62	7365.4	9263.4
<b>3500 REG CAB 8' BOX DRW (D2)</b>			
Ram 3500	D23L62	5759.9	8112.4
Ram 3500	D23H62	5774.1	8047.9
Ram 3500	D28L62	6117.5	7815.2
Ram 3500	D28H62	6156.6	7698.3
<b>3500 REG CAB 8' BOX DRW AIR SUSPENSION (D2)</b>			
Ram 3500	D23L62	6640.0	8112.4
Ram 3500	D23H62	6622.1	8047.9
Ram 3500	D28L62	7337.3	9334.2
Ram 3500	D28H62	7365.4	9263.4
<b>3500 CREW CAB 6'4" BOX SRW (D2)</b>			
Ram 3500	D23L91	6244.2	8013
Ram 3500	D23H91	6417.3	8164.1
Ram 3500	D23M91	7496.5	9283.9
Ram 3500	D23P91	7171.6	8278.3
Ram 3500	D23R91	7098.6	8260
Ram 3500	D28L91	6561.9	7472
Ram 3500	D28H91	6738.6	7479.3
Ram 3500	D28M91	7496.5	9283.9
Ram 3500	D28P91	7635.3	9431.9
Ram 3500	D28R91	7505.1	9339

**\*\*Listed vehicle weights do not reflect after market modifications\*\***



Model	Body Model	Min Weights (LBS)	Max Weights (LBS)
<b>3500 CREW CAB 6'4" BOX SRW AIR SUSPENSION (D2)</b>			
Ram 3500	D23L91	7018.3	8013
Ram 3500	D23H91	7195.0	8164.1
Ram 3500	D23M91	7496.5	9283.9
Ram 3500	D23P91	7171.6	8278.3
Ram 3500	D23R91	7098.6	8260
Ram 3500	D28L91	7380.8	9300.8
Ram 3500	D28H91	7500.7	9240.5
Ram 3500	D28M91	7496.5	9283.9
Ram 3500	D28P91	7635.3	9431.9
Ram 3500	D28R91	7505.1	9339
<b>3500 CREW CAB 8' BOX SRW AIR SUSPENSION (D2)</b>			
Ram 3500	D23L92	7330.2	8791.4
Ram 3500	D23H92	7412.3	8954.2
Ram 3500	D23M92	7432.4	8971.1
Ram 3500	D23P92	7385.6	8845.4
Ram 3500	D23R92	7320.2	8830.3
Ram 3500	D28L92	7709.7	9964.9
Ram 3500	D28H92	7807.0	10026.5
Ram 3500	D28M92	7843.7	9951.1
Ram 3500	D28P92	7831.0	9985
Ram 3500	D28R92	7729.2	9849.9
<b>3500 CREW CAB 8' BOX DRW (D2)</b>			
Ram 3500	D23L92	7330.2	8791.4
Ram 3500	D23H92	7412.3	8954.2
Ram 3500	D23M92	7432.4	8971.1
Ram 3500	D23P92	7385.6	8845.4
Ram 3500	D23R92	7320.2	8830.3
Ram 3500	D28L92	7709.7	9964.9
Ram 3500	D28H92	7807.0	10026.5
Ram 3500	D28M92	7843.7	9951.1
Ram 3500	D28P92	7831.0	9985
Ram 3500	D28R92	7729.2	9849.9

**\*\*Listed vehicle weights do not reflect after market modifications\*\***

Model	Body Model	Min Weights (LBS)	Max Weights (LBS)
<b>3500 CREW CAB 8' BOX DRW AIR SUSPENSION (D2)</b>			
Ram 3500	D23L92	7330.2	8791.4
Ram 3500	D23H92	7412.3	8954.2
Ram 3500	D23M92	7432.4	8971.1
Ram 3500	D23P92	7385.6	8845.4
Ram 3500	D23R92	7320.2	8830.3
Ram 3500	D28L92	7709.7	9964.9
Ram 3500	D28H92	7807.0	10026.5
Ram 3500	D28M92	7843.7	9951.1
Ram 3500	D28P92	7831.0	9985
Ram 3500	D28R92	7729.2	9849.9
<b>3500 MEGA CAB 6'4" BOX SRW AIR SUSPENSION (D2)</b>			
Ram 3500	D28M81	8115.5	9834.5
Ram 3500	D28P81	8034.6	9783.3
Ram 3500	D28R81	7994.5	9739.2
<b>3500 MEGA CAB 6'4" BOX DRW AIR SUSPENSION (D2)</b>			
Ram 3500	D28M81	8115.5	9834.5
Ram 3500	D28P81	8034.6	9783.3
Ram 3500	D28R81	7994.5	9739.2
Model	Body Model	Min Weights (LBS)	Max Weights (LBS)
<b>3500 REG CAB 60" CA SRW (DD)</b>			
Ram 3500	DD3L63	5919.5	6884.8
Ram 3500	DD8L63	6177.0	8273.3
<b>3500 REG CAB 60" CA DRW (DD)</b>			
Ram 3500	DD3L63	6265.5	7330.8
Ram 3500	DD8L63	6517.0	8619.3
<b>3500 REG CAB 84" CA DRW (DD)</b>			
Ram 3500	DD3L64	6513.9	7416.9
Ram 3500	DD8L64	6811.3	8745.3
<b>3500 CREW CAB 60" CA SRW (DD)</b>			
Ram 3500	DD3L93	6326.8	6914.5
Ram 3500	DD8L93	6630.2	8698.6
<b>3500 CREW CAB 60" CA DRW (DD)</b>			
Ram 3500	DD3L93	6680.8	7826.1
Ram 3500	DD8L93	6970.2	9076.6

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<b>Model</b>	<b>Body Model</b>	<b>Min Weights (LBS)</b>	<b>Max Weights (LBS)</b>
<b>3500 REG CAB 60" CA SRW (DF)</b>			
Ram 4500	DF3L63	5996.7	6062.4
Ram 4500	DF8L63	6254.1	7350.8
<b>3500 CREWCAB 60" CA SRW (DF)</b>			
Ram 4500	DF3L93	6350.4	6489.7
Ram 4500	DF8L93	6683.8	7854.2
<b>Model</b>	<b>Body Model</b>	<b>Min Weights (LBS)</b>	<b>Max Weights (LBS)</b>
<b>4500 REG CAB 60" CA (DP)</b>			
Ram 4500	DP4L63	6993.7	8699.7
Ram 4500	DP9L63	7407.4	9103.4
<b>4500 REG CAB 84" CA (DP)</b>			
Ram 4500	DP4L64	7158.7	8864.8
Ram 4500	DP9L64	7579.4	9271.6
<b>4500 REG CAB 108" CA (DP)</b>			
Ram 4500	DP4L65	7143.7	8849.7
Ram 4500	DP9L65	7697.4	9374.4
<b>4500 REG CAB 120" CA (DP)</b>			
Ram 4500	DP4L66	7171.7	8879.8
Ram 4500	DP9L66	7758.4	9451.6
<b>4500 CREW CAB 60" CA (DP)</b>			
Ram 4500	DP4L93	7510.3	9216.2
Ram 4500	DP9L93	7908.0	9584
<b>4500 CREW CAB 84" CA (DP)</b>			
Ram 4500	DP4L94	7760.3	9356.3
Ram 4500	DP9L94	7999.0	9681.2

**\*\*Listed vehicle weights do not reflect after market modifications\*\***

<b>Model</b>	<b>Body Model</b>	<b>Min Weights (LBS)</b>	<b>Max Weights (LBS)</b>
<b>5500 REG CAB 60" CA (DP)</b>			
Ram 5500	DP5L63	7087.7	8779.8
Ram 5500	DP0L63	7406.4	9244.4
<b>5500 REG CAB 84" CA (DP)</b>			
Ram 5500	DP5L64	7213.7	8864.8
Ram 5500	DP0L64	7538.4	9244.5
<b>5500 REG CAB 108" CA (DP)</b>			
Ram 5500	DP5L65	7173.7	8849.7
Ram 5500	DP0L65	7682.4	9388.4
<b>5500 REG CAB 120" CA (DP)</b>			
Ram 5500	DP5L66	7201.7	8879.8
Ram 5500	DP0L66	7760.4	9466.4
<b>5500 CREW CAB 60" CA (DP)</b>			
Ram 5500	DP5L93	7523.3	9392.3
Ram 5500	DP0L93	7861.0	9737
<b>5500 CREW CAB 84" CA (DP)</b>			
Ram 5500	DP5L94	7716.3	9392.3
Ram 5500	DP0L94	8031.0	9737

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