

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: 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 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 vehicles on Tri-level railcars must have 2 tires chocked.

Bi-level Chock Type



- Grate Lock
- Grip Lock
- Stay Put

Tri-level Thrall Chock



Tri-level Chock Type



(Co-Polymer)

“TTM” Through Track Mandrel



# 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.

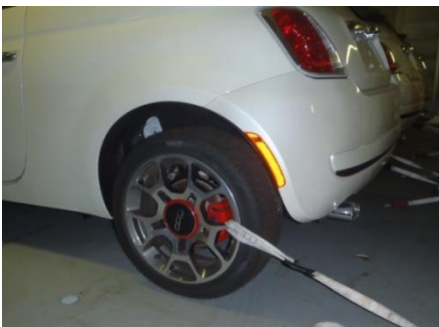
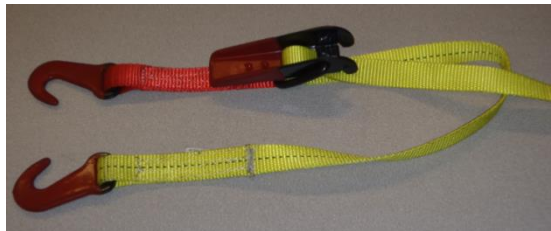


## Apparel:

- 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



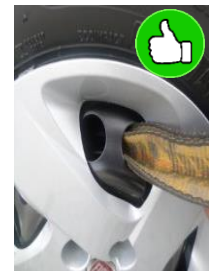
Wheel lash in rear



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.

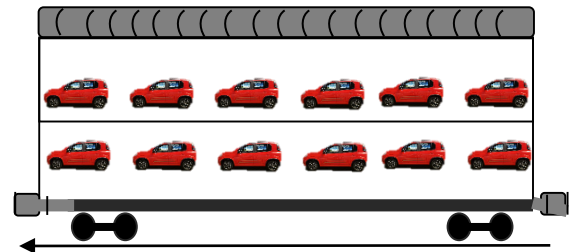
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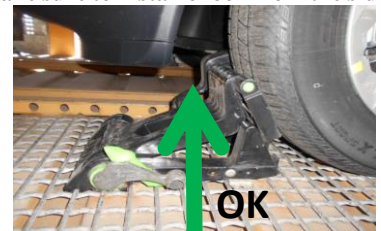
Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors (in)	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs.)	Max* Weight (lbs.)	Approach Angle	Departure Angle
					Highest	Lowest					
Fiat Uno Like/ Way	150.1	66.6	67.2	65.2	61.3	61.3	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.



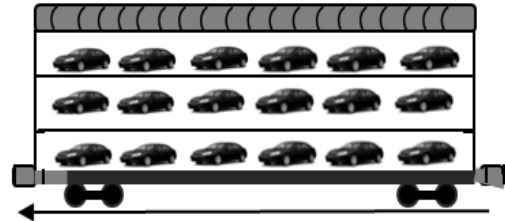
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)	Wheelbase (in)	Min* Weight (lbs)	Max* Weight (lbs)	Approach Angle	Departure Angle	Breakover Angle
Classica AT	159.6	75.5	69.8	68.5	48.5	90.9	2476.2	2490.1	13.1	13	11
Classica MT	159.6	75.5	69.8	68.5	48.5	90.9	2437.2	2451.1	13.1	13	11
Lusso AT 16" tires	159.6	75.5	69.8	68.5	48.5	90.9	2505.3	2541.7	13.1	13	11
Lusso MT 16" tires	159.6	75.5	69.8	68.5	48.5	90.9	2466.1	2498.7	13.1	13	11
Lusso AT 17" tires	159.6	75.5	69.8	68.5	48.8	90.9	2505.3	2541.7	13.1	13	11
Lusso MT 17" tires	159.6	75.5	69.8	68.5	48.8	90.9	2466.1	2498.7	13.1	13	11
Elaborazione Abarth AT 17" tires	159.6	75.5	69.8	68.5	48.8	90.9	2516.4	2553.4	13.1	13	11
Elaborazione Abarth MT 17" tires	159.6	75.5	69.8	68.5	48.8	90.9	2477.1	2512.8	13.1	13	11

### Guidelines for Rail Transport:

- Loading is restricted to Tri-level railcars, unless authorization is given by US Logistics to load on Bi-level's. If loading on a Bi-level, the front chock height should set in the low position and the rear chock in the mid position to maintain adequate clearance between the chock and the closest point on the vehicle. Due to insufficient clearance the use of Co-Poly chocks is prohibited.
- Vehicles are to be uniformly positioned on decks (A = 6, B = 6, C = 6) 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.
- Position the vehicle on Tri-levels with tires no closer to the tie-down rail than half an inch (1/2"), optimal spacing is 2-3".
- 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/rims 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 to avoid damage to undercarriage/front fascia as this is a low clearance vehicle.



### Guidelines for Haulaway Transport:

- Vehicle is to be transported ONLY on the top deck, excluding the head rack and ONLY the last position on the lower deck.
- Strap/Soft tie securement only.
- There is a high potential for rocker panel damage, so make sure 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 when loading and unloading to avoid damage to undercarriage/front fascia as this is a low profile vehicle.



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.



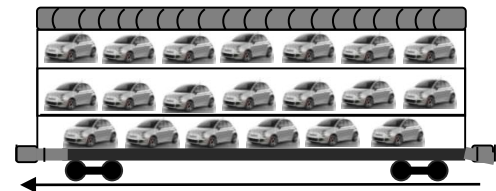
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Fiat 500	139.6	65.6	73.5	64.1	59.3	60.3	90.6	2994	3016	15.4°	31.6°	15.4°
Fiat 500 BeV	142.4	67.1	73.5	64.1	59.3	60.3	90.6	2994	3016	9.9°	31.7°	14.2°
F500 Abarth	144.4	65.6	73.5	64.1	59.3	60.3	90.6	2629	2703	12.4°	28.5°	15.6°

### Guidelines for Rail Transport:

- Loading is restricted to Tri-level railcars, unless authorization is given by FCA US / Mexico 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 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 = 6, B = 7, C = 7) 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.
- Position the vehicle on Tri-levels with tires no closer to the tie-down rail than half an inch (1/2"). Optimal spacing is 1-2", no further than 3".
- Spotter is required on A-Deck and B-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/rims 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 clearance vehicle.



### Special Cautionary Notes:

- There is a notably tight clearance between securement devices and the unit.
- The tire width to unload through a railcar and over the bridge plates is very tight. See above picture for reference. Also, due to the width of the tires, on some older Tri-level railcars the unit can rub up against the inner chock rail causing possible tire damage. Please be aware of this while loading and unloading.



### Guidelines for Haulaway Transport:

- Strap/Soft tie securement only on these models.
- **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 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



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)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
Alfa 4C	157.1	75.3	82.3	73.5	46.6	NA	64.5	2431	2438	8.9°	15.0°	10.0°

**Guidelines for Enclosed Carrier:**

- Vehicle is restricted to enclosed carrier only.
- Strap/Soft tie securement only on these models.
- There is a high potential for fascia and rocker panel damage. Make sure all ramps / decks are as level as possible.
- **SLOW** speed is essential because this is a low profile model:
  - 3 mph during loading and unloading
  - 6 mph during handling in the yards
- A stop condition is required when entering or exiting the ramp.
- The front suspension is locked in place by spring blocks. Steering wheel must not be turned over 360° to prevent blocks to come out of position.
- Do not remove full body cover during transport.

**Ocean unloading:**

- At destination port, rubber mats are required to eliminate the drop between the ramp and the ground.

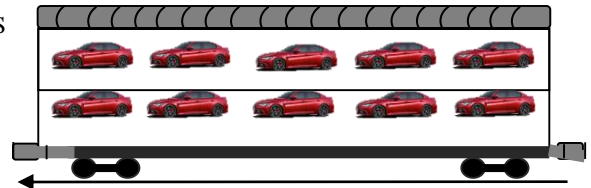
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
					Highest	Lowest						
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 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.



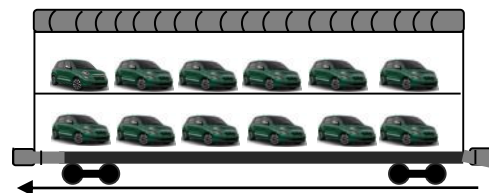
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Fiat 500X	167.2	73.2	79.7	70.7	63.1	70.9	101.2	2994	NA	19.3°	22.6°	17.1°
Fiat 500L	167.4	74.6	79.4	70.9	65.5	72.8	102.8	2496	NA	15.1°	24.2°	16.2°

**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.



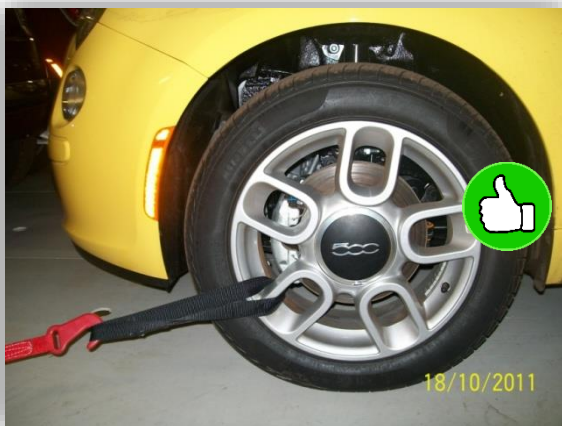
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**Guidelines for Ocean Transport:**

- 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



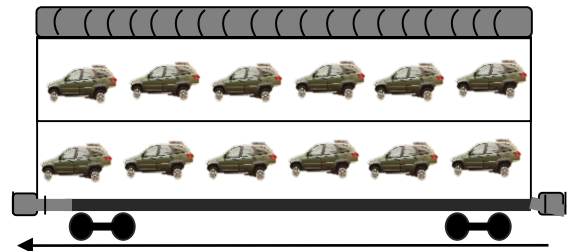
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Weights & Dimensions	Overall Length (in)	Width w/ Folded Mirrors (in)	Overall Width w/ Mirrors (in)	Overall Width w/out Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight (lbs.)	Max* Weight (lbs.)	Approach Angle	Departure Angle
					Highest	Lowest					
Fiat Palio Sporting MT	152.7	67.1	67.6	65.8	59.4	59.4	95.4	2502	3384	22.2°	23°
Fiat Palio Sporting Dualogic	152.7	67.1	67.6	65.8	59.4	59.4	95.4	2502	3384	21.6°	22.3°
Fiat Palio Adventure MT	169.6	69.0	69.9	67.8	64.7	64.7	97.2	2646	3527	26°	26°
Fiat Palio Adventure Dualogic	169.6	69.0	69.9	67.8	64.7	64.7	97.2	2646	3527	23°	23°

### 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.



### 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 ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



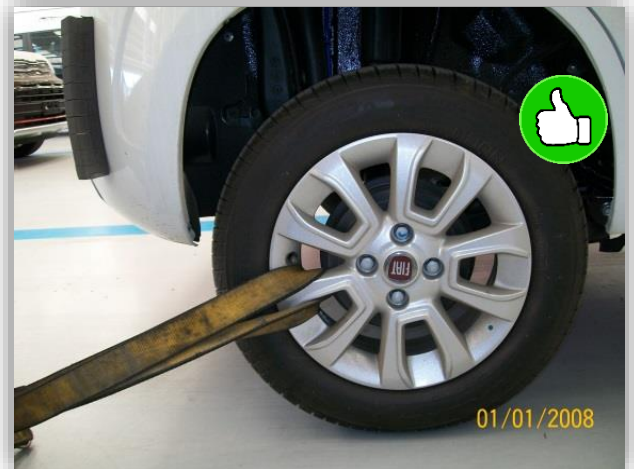
**Guidelines for Ocean Transport:**

- 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



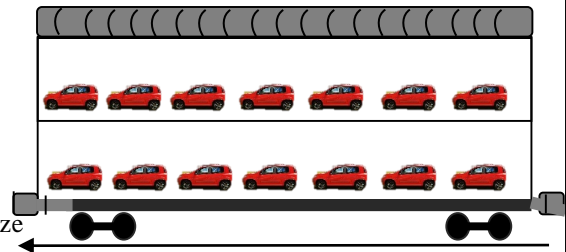
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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 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 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 = 7, B = 7) 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.



### 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 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.

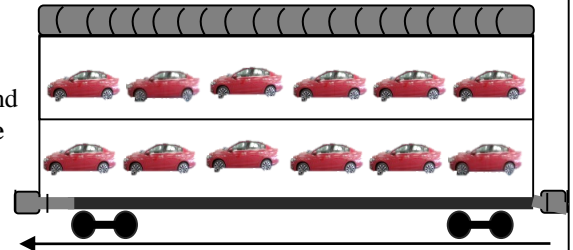
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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					
Giulietta Veloce	171.4	71.2	71.8	70.8	57.7	57.7	103.8	3075	4023	13°	15°

### 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.



### 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 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 if damage is to be avoided to undercarriage/front fascia as this is a low profile 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



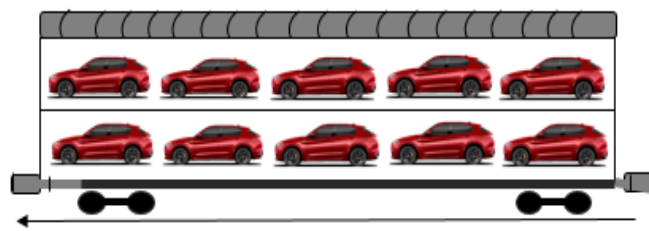
**This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.**



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.



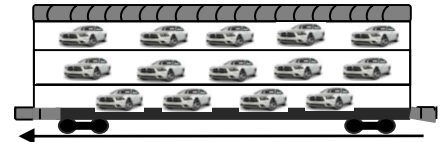
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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



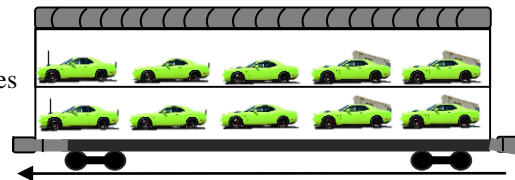
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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\*\*\***

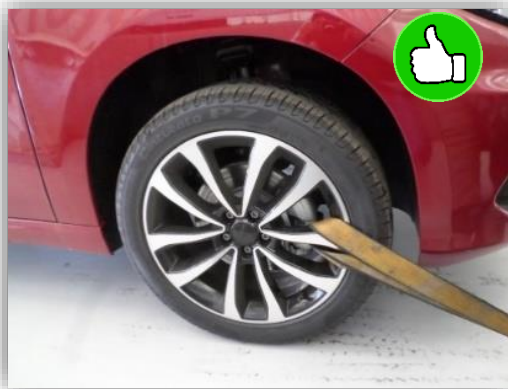
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**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





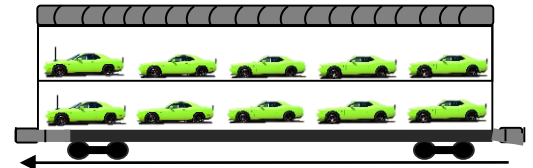
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a **HIGH** potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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	
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\*\*\***

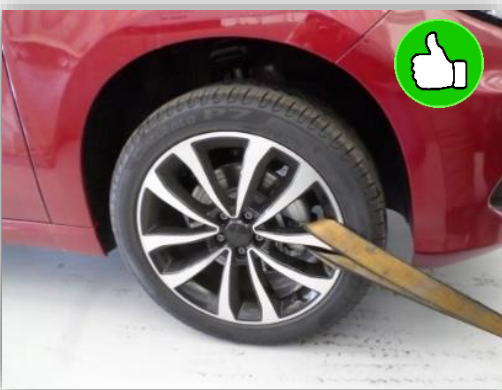
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**Guidelines for Ocean Transport:**

- 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



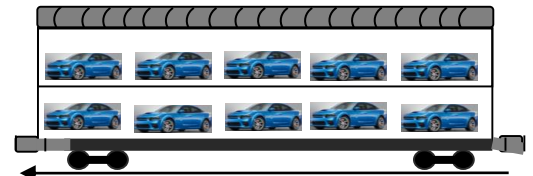
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Vehicle	Length		Width		Height W/O Accessories		SAE Cargo Area (Behind 2nd Row)		SAE Cargo Area (max)		Curb Weight
	Inches	Millimeters	Inches	Millimeters	Inches	Millimeters	Cu. Ft.	Liters	Cu. Ft.	Liters	
Charger Widebody	201	5105.4	78.3	1988.8	58.4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



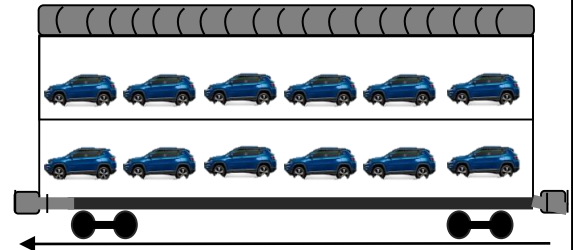
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Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Compass DOM	175.1	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°

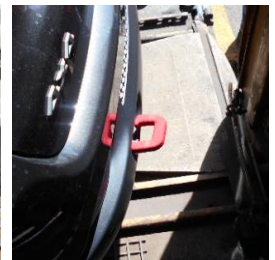
**Guidelines for Rail Transport:**

- 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.



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.

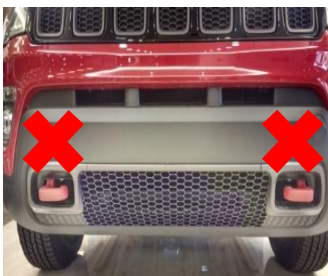
Wheel lash in front



Wheel lash in rear



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.



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



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.



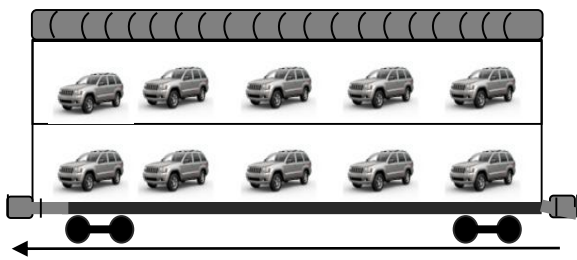
Weights & Dimensions	Overall Length (in)	Width with Folded Mirrors	Overall Width with Mirrors (in)	Overall Width without Mirrors (in)	Height (in)		Wheelbase (in)	Min* Weight	Max* Weight	Approach Angle	Departure Angle	Breakover Angle
Grand Cherokee (WL74)	193.0	77.3	84.6	76.8	70.7	69.5	116.7	4274.0	5169.0	19.5°	26.6°	19.1°
Grand Cherokee (WL74 PHEV)	193.0	77.3	84.6	76.8	70.7	69.5	116.7	5355.6	5659.3	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
2021	WL J H 74	JEEP GRAND CHEROKEE LAREDO 4X4	EC1 2.0L I4 DOHC DI TURBO ENG	4558.3	4603.3
2021	WL J P 74	JEEP GRAND CHEROKEE LIMITED 4X4	EC1 2.0L I4 DOHC DI TURBO ENG	4625.6	4709.1
2021	WL J R 74	JEEP GRAND CHEROKEE TRAILHAWK 4X4	ERC 3.6L V6 24V VVT ENGINE UP	4843.4	5114
2021	WL J S 74	JEEP GRAND CHEROKEE OVERLAND 4WD	ERC 3.6L V6 24V VVT ENGINE UP	4889.9	5169.1
2021	WL J T 74	JEEP GRAND CHEROKEE SUMMIT 4X4	ERC 3.6L V6 24V VVT ENGINE UP	4898.8	5143
2021	WL T H 74	JEEP GRAND CHEROKEE LAREDO 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4273.6	4471.1
2021	WL T P 74	JEEP GRAND CHEROKEE LIMITED 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4308.9	4480.8
2021	WL T S 74	JEEP GRAND CHEROKEE OVERLAND 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4474.4	4563.8
2021	WL T T 74	JEEP GRAND CHEROKEE SUMMIT 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4503.4	4621.6
2021	WL X P 74	JEEP GRAND CHEROKEE LTD PHEV 4XE	ECX 2.0L I4 DOHC DI TURBO PHE	5355.6	5481.5
2021	WL X R 74	JEEP GRAND CHEROKEE TRILH PHEV 4XE	ECX 2.0L I4 DOHC DI TURBO PHE	5608.8	5623.7
2021	WL X S 74	JEEP G CHEROKEE OVERLAND PHEV 4XE	ECX 2.0L I4 DOHC DI TURBO PHE	5541.9	5647.2
2021	WL X T 74	JEEP GRAND CHEROKEE SUMMIT PHEV 4XE	ECX 2.0L I4 DOHC DI TURBO PHE	5589.7	5659.3

### 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 equip with 4 chocks on the outboard tires.
- Chocks must be set in the highest setting. Approved chocks: Grate lock, Grip Lock & Stay Put lock.

### 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 42.



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.

- **Grand Cherokee**

- 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.



Do not use tow hooks in front



Wheel lash in Front



Tow hook 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.**

Body Model	Model	Description	MIN	MAX
WL B H 75	JEEP GRAND CHEROKEE LAREDO 4X2 RHD	ERC 3.6L V6 24V VVT ENGINE UP	4799.9	4840.8
WL J H 75	JEEP GRAND CHEROKEE LAREDO 4X4	ERC 3.6L V6 24V VVT ENGINE UP	4882.6	4928.4
WL J P 75	JEEP GRAND CHEROKEE LIMITED 4X4	ERC 3.6L V6 24V VVT ENGINE UP	5019.5	5086.4
WL J S 75	JEEP GRAND CHEROKEE OVERLAND 4X4	ERC 3.6L V6 24V VVT ENGINE UP	5122.7	5151.2
WL J T 75	JEEP GRAND CHEROKEE SUMMIT 4X4	ERC 3.6L V6 24V VVT ENGINE UP	5066.5	5099.8
WL T H 75	JEEP GRAND CHEROKEE LAREDO 4X2	ERC 3.6L V6 24V VVT ENGINE UP	4752.8	4799.7
WL U H 75	JEEP GRAND CHEROKEE LAREDO 4X4 RHD	ERC 3.6L V6 24V VVT ENGINE UP	4914.6	4961.5
WL U P 75	JEEP GRAND CHEROKEE LIMITED 4X4 RHD	ERC 3.6L V6 24V VVT ENGINE UP	5051.4	5118.4
WL U S 75	JEEP GRAND CHEROKEE OVERLAND 4X4	ERC 3.6L V6 24V VVT ENGINE UP	5164.5	5188.3
WL U T 75	JEEP GRAND CHEROKEE SUMMIT 4X4 RHD	ERC 3.6L V6 24V VVT ENGINE UP	5119.1	5152.4

**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 equip with 4 chocks on the outboard tires.
- Chocks must be set in the highest setting. Approved chocks: Grate lock, Grip Lock & Stay Put lock.

**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 42.



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.
- **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.



Do not use tow hooks in front



Wheel lash in Front



Tow hook 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
Grand Wagoneer WS	214.7	85.9	94.0	83.6	77.9	77.6	123.0	5995.5	6533.7	21.0o	21.0o	17.8o

**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	EZL 5.7L V8 HEMI MDS VVT ETOR	6300.2	6322.7
WS J M 75	JEEP WAGONEER SWB PC1 LHD 4X4	EZL 5.7L V8 HEMI MDS VVT ETOR	6191.1	6262.2
WS J P 75	JEEP WAGONEER SWB PC3 LHD 4X4	EZL 5.7L V8 HEMI MDS VVT ETOR	6384.3	6392.1
WS J R 75	JEEP GRAND WAGONEER SWB PC1 LHD 4X4	ESG 6.4L V8 SRT HEMI MDS ENGI	6404.5	6503
WS J S 75	JEEP GRAND WAGONEER SWB PC2 LHD 4X4	ESG 6.4L V8 SRT HEMI MDS ENGI	6463.8	6533.7
WS J T 75	JEEP GRAND WAGONEER SWB PC3 LHD 4X4	ESG 6.4L V8 SRT HEMI MDS ENGI	6444.4	6514.3
WS T H 75	JEEP WAGONEER SWB PC2 LHD 4X2	EZL 5.7L V8 HEMI MDS VVT ETOR	5997.6	6014.6
WS T M 75	JEEP WAGONEER SWB PC1 LHD 4X2	EZL 5.7L V8 HEMI MDS VVT ETOR	5995.5	6001.3
WS T P 75	JEEP WAGONEER SWB PC3 LHD 4X2	EZL 5.7L V8 HEMI MDS VVT ETOR	6094.6	6111.5
WS T R 75	JEEP GRAND WAGONEER SWB PC1 LHD 4X2	ESG 6.4L V8 SRT HEMI MDS ENGI	6208.4	6225.4
WS T S 75	JEEP GRAND WAGONEER SWB PC2 LHD 4X2	ESG 6.4L V8 SRT HEMI MDS ENGI	6264.2	6281.1
WS T T 75	JEEP GRAND WAGONEER SWB PC3 LHD 4X2	ESG 6.4L V8 SRT HEMI MDS ENGI	6249.7	6341.1

**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 for all chocks.
- 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 ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**Guidelines for Haulway Transport:**

- Soft Tie Strap OR Chain tie down can be used for securement (R-Hook).
- 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 42



**Guidelines for Ocean Transport:**

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

**Grand Wagoneer**

- 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.



Do not use tow hooks in front



Wheel lash in Front



Tow hook in rear

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.

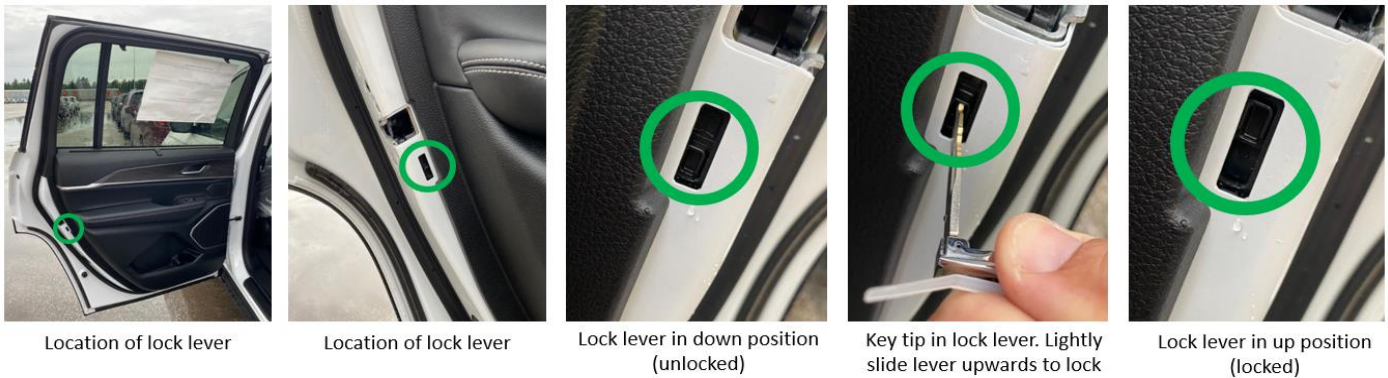


With your left hand, pull the door handle open and insert the emergency/valet key. Please use caution when doing so to avoid scratching the surrounding area.

- 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).



- 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.

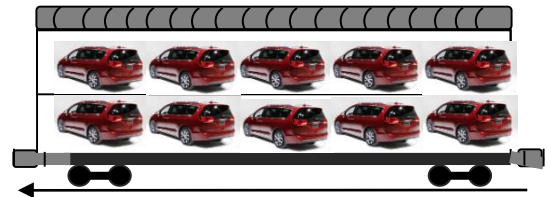
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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.
- 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.



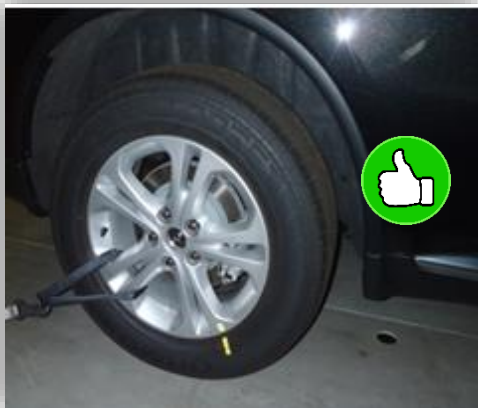
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by ocean. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



**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



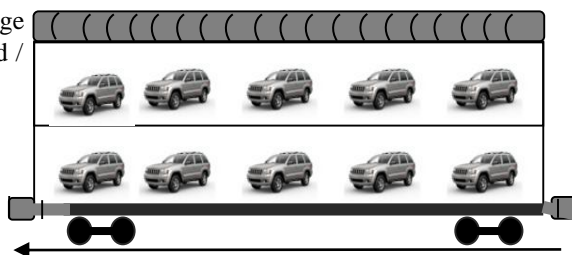
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



Weights & Dimensions	Overall Length (in)	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
Grand Cherokee DOM	189.8	76.5	84.8	76.5	73.0	70.0	114.8	4423	5389	26.2°	24.0°	19.0°
Grand Cherokee BUX	189.8	76.5	84.8	76.5	73.0	69.9	114.8	4721	5324	26.2°	24.0°	19.0°
Durango DOM	199.8	77.1	85.5	75.6	70.9	71.6	119.8	4551	5487	16.3°	21.5°	17.9°
Durango BUX	199.8	77.1	85.5	75.6	70.9	71.6	119.8	4618	5184	16.3°	21.9°	17.9°

### 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 equip with 4 chocks on the outboard tires.
- 6-point chock system is restricted on Jeep Grand Cherokee’s with running boards.

### Guidelines for Haulaway 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.

• **Grand Cherokee**

- 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. All high altitudes trims all ship with their airbags deflated / lowest position.

• **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.

Do not use tow hooks in front



Wheel lash in Front



Tow hook in rear



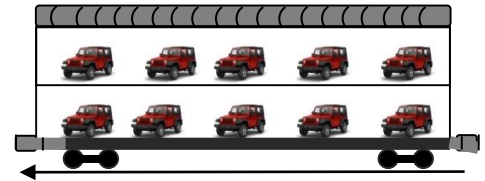
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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
Wrangler Sport (2 DR)	166.8	71.7	77.7	73.8	73.8	72.4	96.9	4201.4	4241.0	41.0°	29.7°	24.0°
Wrangler Rubicon (2 DR)	166.8	71.7	77.7	73.8	73.8	72.4	96.9	4362.5	4391.4	44.0°	31.9°	27.8°
Wrangler Sport (4 DR)	188.4	71.7	77.7	73.8	74.2	72.1	118.4	4466.8	4943.5	41.4°	30.2°	20.3°
Wrangler Sahara (4 DR)	188.1	71.7	77.7	73.8	74.9	72.8	118.4	4469.8	4918.3	41.8°	30.8°	21.0°
Wrangler Rubicon (4 DR)	188.6	71.7	77.7	73.8	75.7	73.7	118.4	4748.9	5185.1	43.9°	32.2°	22.6°

### 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.

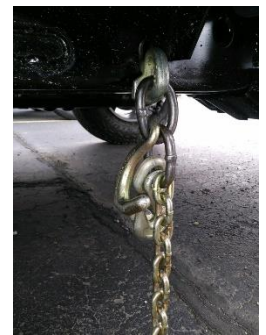
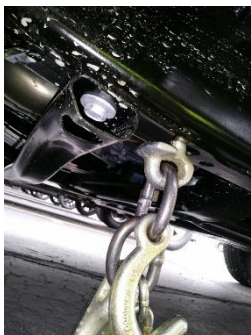


### Chocks:

- 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 equip with 4 chocks on the outboard tires.
- Chocks must be set in the highest setting.

### 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.



**Jeep**



**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.

Fixed loop in front



Fixed loop in rear





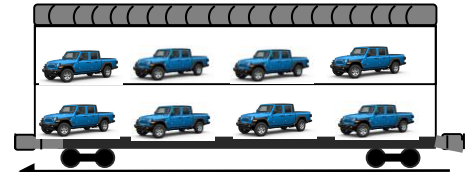
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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
JT Sport	218.1	71.7	77.7	73.8	75.1	73.1	96.9	3831.0	4932.0	40.8°	20.7°	18.4°
JT Rubicon	217.7	71.7	77.7	75.6	76.1	74.1	118.4	4104.0	5219.0	43.4°	21.6°	20.3°
JT Mojave	217.7	71.7	77.7	75.6	76.3	74.3	118.4	3831.0	5252.0	44.7°	21.3°	25.5°

### 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).



### 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.



**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



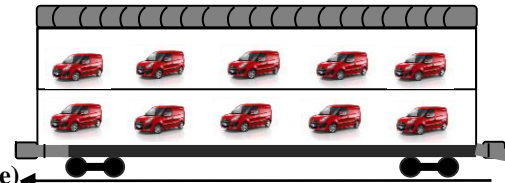
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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.

**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.



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
<b>ProMaster</b>												
1500 Cargo Low Roof / 118 WB	195	105.91	82.7	80	90	88.7	118	NA	NA	16.2	24.4	17.8
1500 Cargo Low Roof / 136WB	213.1	105.91	82.7	80	90	88.7	136	NA	NA	16.2	24.4	17.8
1500 Cargo High Roof / 136WB	213.1	105.91	82.7	80	101	99.3	136	NA	NA	16.2	24.4	17.8
2500 Cargo High Roof / 136WB	213.1	105.91	82.7	80	101	99.3	136	NA	NA	16.2	24.4	17.8
2500 Cargo High Roof / 159WB	236	105.91	82.7	80	101	99.3	159	NA	NA	16.2	24.4	17.8
3500 Cargo High Roof / 159WB	236	105.91	82.7	80	101	99.3	159	NA	NA	16.2	24.4	17.8
3500 Cargo High Roof / 159WB EXT	250	105.91	82.7	80	101	99.3	159	NA	NA	16.2	24.4	17.8

Model	Body Model	Min Weight (LBS)	Max Weight (LBS)
Ram 1500	VF1L11	5055.1	5211.6
Ram 1500	VF1L12	5196.7	5353.1
Ram 1500	VF1L13	5321.1	5477.5
Ram 2500	VF2L12	5196.7	5353.1
Ram 2500	VF2L13	5301.4	5457.9
Ram 2500	VF2L16	5444.2	5600.7
Ram 2500	VF2L26	5179.2	5353.7
Ram 3500	VF3L02	4205.1	4361.7
Ram 3500	VF3L04	4244.8	4401.3
Ram 3500	VF3L05	4273.7	4430.3
Ram 3500	VF3L12	5196.7	5353.1
Ram 3500	VF3L13	5301.4	5457.9
Ram 3500	VF3L16	5472.6	5629.1
Ram 3500	VF3L17	5715.3	5871.8
Ram 3500	VF3L27	5292.1	5448.5
Ram 3500	VF3L32	4144.9	4301.4
Ram 3500	VF3L34	4175.5	4332
Ram 3500	VF3L35	4224	4380.6

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

**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:**

- Basket/lineal 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 rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.

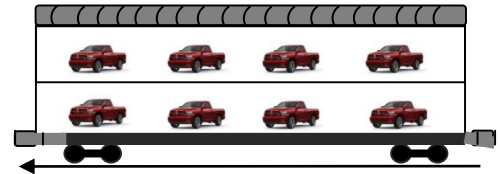


Weights on pages 69-76 & Dimensions are listed on pages 67 & 68



**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.

**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 69-76 & Dimensions are listed on pages 67 & 68



**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  
(If no in bumper hooks)



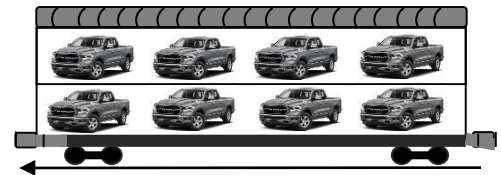
Wheel lash in rear  
(If no tow hitch available)



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 69-76 & Dimensions are listed on pages 67 & 68



**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.

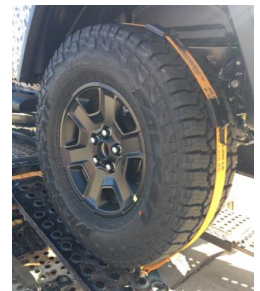
**Chocks:**

- 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.

**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**



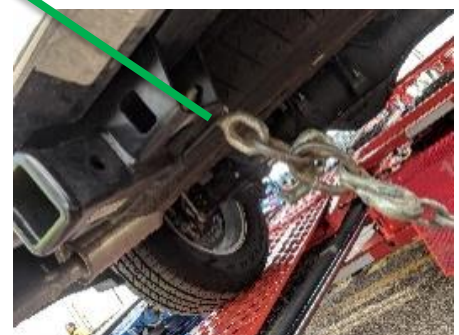
**Chain Tie Down Slots**

- 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  
(If no in bumper hooks)



Wheel lash in rear  
(If no tow hitch available)





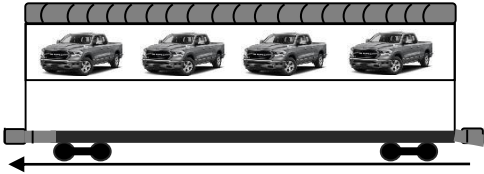
This form outlines the mandatory handling, loading and securing standards for safety and damage free handling when transporting these vehicles by rail or truck. There is a HIGH potential for vehicle damage if this Standard Operating Procedure (SOP) for Loading and Securing is not followed.



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 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  
(If no in bumper hooks)



Wheel lash in rear  
(If no tow hitch available)



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.

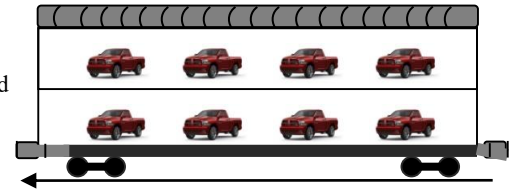


Weights on pages 69-76 & Dimensions are listed on pages 67 & 68



**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.

**Guidelines for Haulaway Transport:**

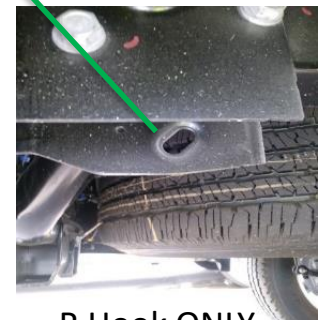
- Soft tie (over the tire strap) and hard tie (chain) securement approved. Please see below from approved slots and type of hook.
- Do not mix hard tie (chains) and soft tie (over the tire strap) application on same vehicle.
- Units with a tonneau cover must be loaded forward to prevent wind damage.



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.

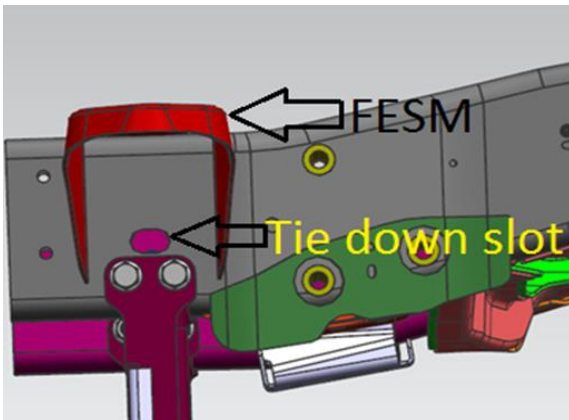
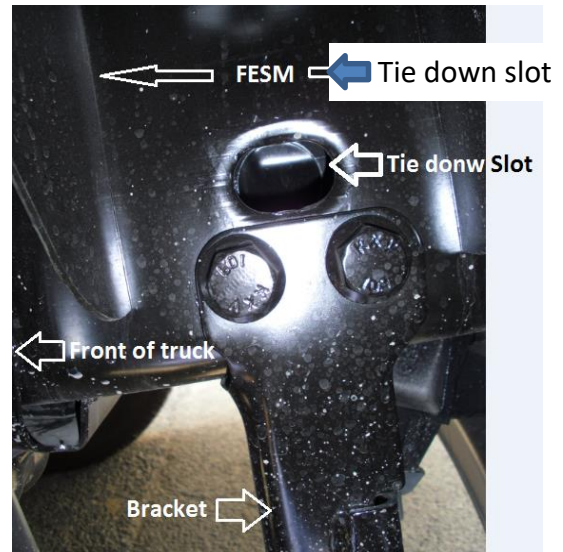


Weights on pages 69-76 & Dimensions are listed on pages 67 & 68



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.



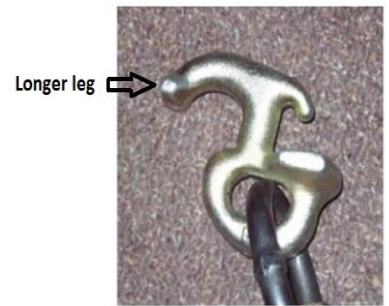
Weights on pages 69-76 & Dimensions are listed on pages 67 & 68



“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.



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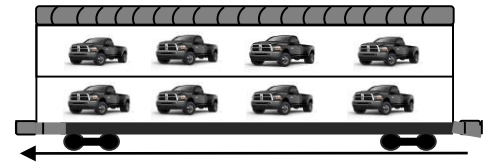


Weights on pages 69-76 & Dimensions are listed on pages 67 & 68



**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.



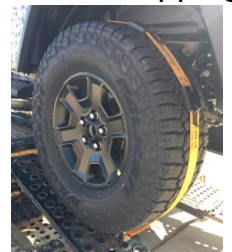
**Chocks:**

- 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.

**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.

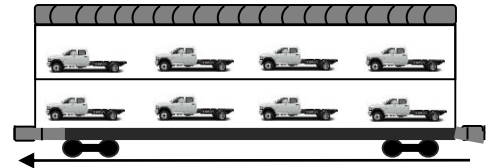


**Weights on pages 69-76 & Dimensions are listed on pages 67 & 68**



**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.

**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.



**J Hook**



**R Hook ONLY**

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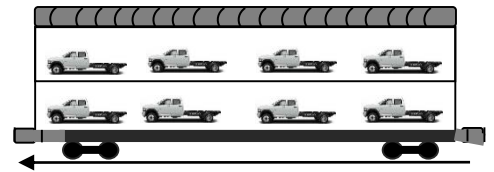


Weights on pages 69-76 & Dimensions are listed on pages 67 & 68



**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.
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- 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.

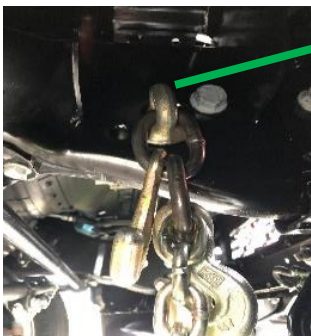


**Checks:**

- 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.

**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.



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.

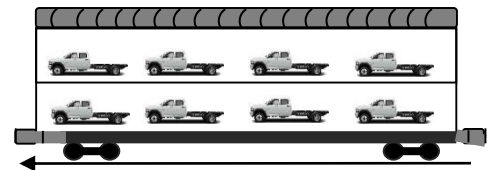


Weights on pages 69-76 & Dimensions are listed on pages 67 & 68



**Guidelines for Rail Transport:**

- Loading is restricted to Bi-level railcars.
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- 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.
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- **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.

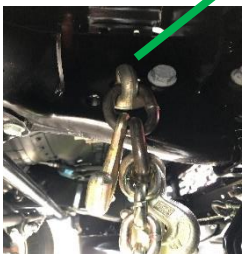
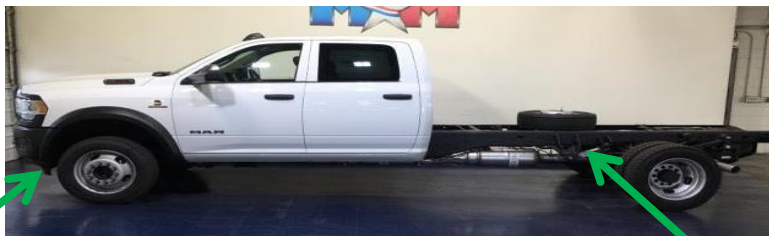


**Chocks:**

- 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.

**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.



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.

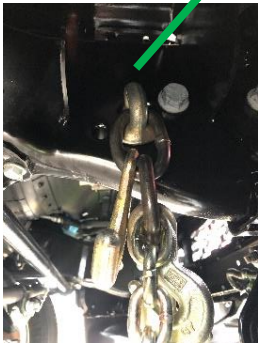


Weights on pages 69-76 & Dimensions are listed on pages 67 & 68



**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**

**Vehicle Loading Sheets**  
 Nov 2021, Version 12.3

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						
1500 REG CAB 6'4" BOX	209.0	103.5	84.6	79.4	75.4	74.6	120.5	68.6	67.5	15.6	21.0	21.5
1500 REG CAB 8' BOX	231.0	103.5	84.6	79.4	75.3	74.4	140.5	68.6	67.5	15.7	20.0	17.2
1500 QUAD CAB 6'4" BOX	229.0	103.5	84.6	79.4	77.9	73.5	140.5	68.6	67.5	15.7	20.5	17.2
1500 QUAD CAB 6'4" BOX AIR SUSP.	237.9	103.5	84.6	79.4	75.8	75.8	140.5	68.6	68.0	13.8	18.7	13.1
1500 CREW CAB 5'7" BOX	229.0	103.5	84.6	79.4	77.6	73.5	140.5	68.6	67.5	15.7	20.5	17.2
1500 CREW CAB 5'7" BOX AIR SUSP.	229.0	103.5	84.6	79.4	75.5	75.5	140.5	68.6	68.0	13.8	18.7	13.1
1500 CREW CAB 6'4" BOX	237.9	103.5	84.6	79.4	77.5	73.4	149.5	68.6	67.5	16.0	20.4	16.4
1500 CREW CAB 6'4" BOX AIR SUSP.	237.9	103.5	84.6	79.4	75.4	75.4	149.5	68.6	68.0	13.8	18.6	12.4
1500 CREW CAB 5'7" BOX POLICE PKG	229.0	103.5	84.6	79.4	77.5	73.5	140.5	67.5	67.5	17.8	21.2	16.9
1500 CREW CAB 6'4" BOX POLICE PKG	237.9	103.5	84.6	79.4	77.4	73.4	149.5	67.5	67.5	18.0	21.0	16.0
DT												
1500 QUAD CAB 6'4" BOX	228.9	102.9	82.2	82.1	79.3	77.6	140.5	68.6	68.2	18.1	25.0	17.8
1500 QUAD CAB 6'4" BOX AIR SUSP.	228.9	102.9	82.2	82.1	76.5	75.9	140.5	68.6	68.2	14.4	22.5	14.4
1500 CREW CAB 5'7" BOX	233.4	102.9	82.2	82.1	79.2	77.5	144.6	68.6	68.2	18.0	24.9	17.5
1500 CREW CAB 5'7" BOX AIR SUSP.	233.4	102.9	82.2	82.1	76.4	75.8	144.6	68.6	68.2	14.6	22.4	14.2
1500 CREW CAB 6'4" BOX	241.8	102.9	82.2	82.1	78.6	77.4	153.5	68.5	68.1	18.1	24.9	16.7
1500 CREW CAB 6'4" BOX AIR SUSP.	241.8	102.9	82.2	82.1	75.8	75.7	153.5	68.5	68.1	14.5	22.7	13.5
DJ												
2500 REG CAB 8' BOX	230.4	103.5	84.6	79.4	78.8	75.5	140.2	68.7	68.1	18.7	21.6	16.4
2500 REG CAB 8' BOX AIR SUSP.	230.4	103.5	84.6	79.4	78.1	74.8	140.2	68.7	68.1	20.0	16.9	14.1
2500 CREW CAB 6'4" BOX	237.4	103.5	84.6	79.4	80.1	76.9	149.1	68.7	68.1	18.8	22.3	15.4
2500 CREW CAB 6'4" BOX AIR SUSP.	237.4	103.5	84.6	79.4	78.5	75.3	149.1	68.7	68.1	19.9	17.6	13.4
2500 CREW CAB 8' BOX	259.4	103.5	84.6	79.4	79.9	76.7	169.1	68.7	68.1	18.8	21.3	13.9
2500 CREW CAB 8' BOX AIR SUSP.	259.4	103.5	84.6	79.4	78.5	75.3	169.1	68.7	68.1	19.9	16.9	12.3
2500 MEGA CAB 6'4" BOX	248.4	103.5	84.6	79.4	80.0	77.9	160.2	67.7	67.1	20.9	23.8	16.2
2500 MEGA CAB 6'4" BOX AIR SUSP.	248.4	103.5	84.6	79.4	78.5	76.4	160.2	67.7	67.1	22.0	19.1	14.4
2500 POWERWAGON CREW CAB 6'4" BOX	237.4	103.5	84.6	79.4	81.0	81.0	149.3	68.6	68.0	33.6	26.2	23.5
D2												
3500 REG CAB 8' BOX SRW	230.4	103.5	84.6	96.5	79.3	77.7	140.4	67.9	67.3	20.9	24.0	18.9
3500 REG CAB 8' BOX SRW AIR SUSP.	230.4	103.5	84.6	96.5	78.4	77.2	140.4	67.9	67.3	21.3	22.3	18.0
3500 REG CAB 8' BOX DRW	230.4	103.5	84.6	96.5	78.5	76.9	140.4	69.5	75.8	19.1	23.2	17.6
3500 REG CAB 8' BOX DRW AIR SUSP.	230.4	103.5	84.6	96.5	77.5	76.4	140.4	69.5	75.8	19.5	21.5	16.7
3500 CREW CAB 6'4" BOX SRW	237.4	103.5	84.6	79.5	80.0	78.4	149.3	67.9	67.3	20.9	24.8	17.8
3500 CREW CAB 6'4" BOX SRW AIR SUSP.	237.4	103.5	84.6	79.5	78.9	77.9	149.3	67.9	67.3	21.3	23.1	17.0
3500 CREW CAB 8' BOX SRW	259.4	103.5	84.6	79.5	79.2	78.0	169.2	67.9	67.3	21.1	23.3	16.0
3500 CREW CAB 8' BOX SRW AIR SUSP.	259.4	103.5	84.6	79.5	78.9	77.7	169.2	67.9	67.3	21.3	22.1	15.4
3500 CREW CAB 8' BOX DRW	259.4	103.5	84.6	96.5	78.9	77.4	169.3	69.5	75.8	19.2	22.9	14.8
3500 CREW CAB 8' BOX DRW AIR SUSP.	259.4	103.5	84.6	96.5	78.0	76.9	169.3	69.5	75.8	19.5	21.3	14.2
3500 MEGA CAB 6'4" BOX SRW	248.4	103.5	84.6	79.5	79.3	78.1	160.3	67.9	67.3	21.0	24.2	16.7
3500 MEGA CAB 6'4" BOX SRW AIR SUSP.	248.4	103.5	84.6	79.5	78.9	77.8	160.3	67.9	67.3	21.3	23.0	16.0
3500 MEGA CAB 6'4" BOX DRW	248.4	103.5	84.6	96.5	78.4	77.3	160.3	69.5	75.8	19.2	23.4	15.5
3500 MEGA CAB 6'4" BOX DRW AIR SUSP.	248.4	103.5	84.6	96.5	78.0	77.0	160.3	69.5	75.8	19.5	22.2	14.8

**Dimensions for RAM Trucks**  
**RAM 3500, RAM 4000, RAM 4500, RAM 5500**

**Vehicle Loading Sheets**  
 Nov 2021, Version 12.3

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						
DD												
3500 REG CAB 60" CA SRW	234.3	103.5	84.6	78.9	79.3	79.3	143.6	67.7	67.1	24.8	25.0	19.7
3500 REG CAB 60" CA DRW	234.3	103.5	84.6	91.7	78.9	78.9	143.5	69.6	71.9	23.7	24.6	19.0
3500 REG CAB 84" CA DRW	258.3	103.5	84.6	91.7	78.7	78.7	167.5	69.6	71.9	23.8	24.4	17.7
3500 CREWCAB 60" CA SRW	263.2	103.5	84.6	79.1	79.8	79.8	172.5	67.7	67.1	24.9	24.7	16.6
3500 CREWCAB 60" CA DRW	263.2	103.5	84.6	91.7	79.4	79.4	172.4	69.6	71.9	23.8	24.3	15.9
DP												
4500 REG CAB 60" CA	234.3	103.5	84.6	93.0	80.4	80.4	144.4	76.0	73.6	25	27.4	22.1
4500 REG CAB 84" CA	258.3	103.5	84.6	93.0	80.1	80.1	168.4	76.0	73.6	25.1	27	18.7
4500 REG CAB 108" CA	282.3	103.5	84.6	93.0	79.9	79.9	192.2	76.0	73.6	25.2	27	15.8
4500 REG CAB 120" CA	294.3	103.5	84.6	93.0	79.8	79.8	204.2	76.0	73.6	25.3	27.1	14.6
4500 CREWCAB 60" CA	263.2	103.5	84.6	93.0	80.9	80.9	173.3	76.0	73.6	25.1	26.9	18
4500 CREWCAB 84" CA	287.2	103.5	84.6	93.0	80.7	80.7	197.1	76.0	73.6	25.2	26.9	15.9
5500 REG CAB 60" CA	234.3	103.5	84.6	93.0	80.4	80.4	144.4	76.0	73.6	25	27.4	22.1
5500 REG CAB 84" CA	258.3	103.5	84.6	93.0	80.1	80.1	168.4	76.0	73.6	25.1	27	18.7
5500 REG CAB 108" CA	282.3	103.5	84.6	93.0	79.9	79.9	192.2	76.0	73.6	25.3	26.8	15.8
5500 REG CAB 120" CA	294.3	103.5	84.6	93.0	80.1	80.1	204.2	76.0	73.6	25.1	28.2	15.1
5500 CREWCAB 60" CA	263.2	103.5	84.6	93.0	80.9	80.9	173.3	76.0	73.6	25.1	26.9	18
5500 CREWCAB 84" CA	287.2	103.5	84.6	93.0	80.6	80.6	197.1	76.0	73.6	25.2	26.6	15.8
DX												
4000 REG CAB 60" P	234.3	103.5	84.4		80.4	80.4	144.4	76	73.6	25	27.4	22.1
4000 REG CAB 84" PL	258.3	103.5	84.4		80.1	80.1	168.4	76	73.6	25.1	27	18.7
4000 CREWCAB 60" CA	282.3	103.5	84.4		79.9	79.9	192.2	76	73.6	25.2	27	15.8

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

Model	Body Model	Min Weight (LBS)	Max Weight (LBS)
Ram 1500	DS1H61	4919.7	5151.6
Ram 1500	DS1H62	4972	5198
Ram 1500	DS1L61	4868.6	5101.3
Ram 1500	DS1L62	4911.2	5136.8
Ram 1500	DS6H61	5170.3	5405.1
Ram 1500	DS6H62	5214	5420
Ram 1500	DS6L61	5119.6	5363.9
Ram 1500	DS6L62	5154.9	5373.5
Ram 1500	DS1H41	5448	5686
Ram 1500	DS6H41	5651	5891
Ram 1500	DS1L41	5311	5545
Ram 1500	DS6L41	5544	5801
Ram 1500	DS1H91	5612	5632
Ram 1500	DS1H98	5490	5733
Ram 1500	DS6H91	5837	5844
Ram 1500	DS6H98	5662.6	5933
Ram 1500	DS1L91	5682	5703
Ram 1500	DS1L98	5364.7	5619.2
Ram 1500	DS6L91	5364	5619
Ram 1500	DS6L98	5565.6	5840.5
Ram 1500	DS6T98	5676	5709

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

Model	Body Model	Min Weight (LBS)	Max Weight (LBS)
Ram 1500	DT1H41	5311	5605
Ram 1500	DT6H41	5631	5919
Ram 1500	DT1E41	4769	4785
Ram 1500	DT1L41	5090	5468
Ram 1500	DT6L41	5504	5787
Ram 1500	DT1P41	5337	5650
Ram 1500	DT6P41	5675	5952
Ram 1500	DT1P91	5531	5874
Ram 1500	DT1P98	5940	6322
Ram 1500	DT6P91	5871	6247
Ram 1500	DT6P98	5940	6322
Ram 1500	DT1H91	5494	5832
Ram 1500	DT1H98	5580	5894
Ram 1500	DT6H91	5813	6149
Ram 1500	DT6H98	5875	6190
Ram 1500	DT1L91	5255	5612
Ram 1500	DT1L98	5357	5663
Ram 1500	DT6L91	5712	6032
Ram 1500	DT6L98	5712	6032

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

Model	Body Model	Min Weight (LBS)	Max Weight (LBS)
Ram 1500	DT1M91	5726	5857
Ram 1500	DT1M98	5850	5959
Ram 1500	DT1R91	5590	5862
Ram 1500	DT1R98	5675	5939
Ram 1500	DT6M91	6035	6228
Ram 1500	DT6M98	6152	6239
Ram 1500	DT6R91	5852	6252
Ram 1500	DT6R98	5949	6265
Ram 1500	DT1X98	5880	6012
Ram 1500	DT6X98	5920	6214
Ram 1500	DT6X41	5640	5885
Ram 1500	DT6S98	6396	6850
Ram 1500	DT1E98	5242	5260

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

Model	Body Model	Min Weight (LBS)	Max Weight (LBS)
RAM 2500	DJ2H91	6427.7	8026.4
RAM 2500	DJ2H92	6697.9	8330.9
RAM 2500	DJ2L62	5773.2	7448.8
RAM 2500	DJ2L91	6280	7919.8
RAM 2500	DJ2L92	6534.3	8269.7
RAM 2500	DJ2M91	7007.3	7965.6
RAM 2500	DJ2P91	7134.6	8055.9
RAM 2500	DJ2P92	7522.5	8411.4
RAM 2500	DJ2R91	6933.5	8099.5
RAM 2500	DJ7H62	6259.9	7777.6
RAM 2500	DJ7H81	7772.1	8631.6
RAM 2500	DJ7H91	6778.3	8392.5
RAM 2500	DJ7H92	7115.8	8748.5
RAM 2500	DJ7L62	6110.6	7805.8
RAM 2500	DJ7L91	6584.7	8963.2
RAM 2500	DJ7L92	6919.8	8623
RAM 2500	DJ7M81	7548.4	8483.7
RAM 2500	DJ7M91	7324.2	8254.2
RAM 2500	DJ7P81	7826.7	8728.7
RAM 2500	DJ7P91	7471.6	8428.5
RAM 2500	DJ7P92	7903.8	8793.5
RAM 2500	DJ7R81	7705.9	8641.8
RAM 2500	DJ7R92	7926.2	8783.3
RAM 2500	DJ7X91	7439.8	7594.6



Model	Body Model	Min Weight (LBS)	Max Weight (LBS)
RAM 2500	DJ7R92	7926.2	8783.3
RAM 2500	DJ7X91	7439.8	7594.6

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

Model	Body Model	Min Weight (LBS)	Max Weight (LBS)
RAM 3500	D23H92	6540.5	8832.7
RAM 3500	D23L62	5762.2	8122.6
RAM 3500	D23L91	6274.2	8125.4
RAM 3500	D23L92	6444.2	8748.7
RAM 3500	D23P92	7387.6	8804.7
RAM 3500	D28H62	6168	8514.1
RAM 3500	D28H81	7771.2	9156.4
RAM 3500	D28H91	6710.4	8553.8
RAM 3500	D28H92	6968.1	9249.1
RAM 3500	D28L62	6116.7	8466.6
RAM 3500	D28L91	6585	8508
RAM 3500	D28L92	6868.6	9119.8
RAM 3500	D28M81	7779.1	9232.6
RAM 3500	D28M91	7498.1	8571.3
RAM 3500	D28M92	7866.3	9313.5
RAM 3500	D28P81	7838.7	9122.7
RAM 3500	D28P91	7498.3	8670.5
RAM 3500	D28P92	7833.1	9217.2
RAM 3500	D28R81	7775.1	9205.7
RAM 3500	D28R91	7532.9	8610.7
RAM 3500	D28R92	7845	9278.8

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

Model	Body Model	Min Weight (LBS)	Max Weight (LBS)
RAM 3500	DD3L63	5919.5	7181.8
RAM 3500	DD3L64	6513.9	7267.9
RAM 3500	DD3L93	6326.8	7677.1
RAM 3500	DD8L63	6177	7439.3
RAM 3500	DD8L64	6811.3	7565.3
RAM 3500	DD8L93	6710.2	8006.5

Model	Body Model	Mn Weight (LBS)	Max Weight (LBS)
RAM 3500	DJ2H62	5834.9	7498.7
RAM 3500	D23P91	7174.7	8235.2
RAM 3500	DF8L63	6254.1	6303.1

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

Model	Body Model	Min Weight (LBS)	Max Weight (LBS)
RAM 4500	DP4L94	7760.3	9356.3
RAM 4500	DP9L63	7407.4	8178.4
RAM 4500	DP9L64	7579.4	8346.7
RAM 4500	DP9L66	7758.4	8526.6
RAM 4500	DP9L93	7988	9584
RAM 4500	DP9L94	8079	9681.2

Model	Body Model	Mn Weight (LBS)	Max Weight (LBS)
RAM 5500	DP0L63	7406.4	8319.4
RAM 3500	DP0L64	7538.4	8319.4
RAM 5500	DP0L65	7682.4	8463.4
RAM 5500	DP0L66	7760.4	8541.4
RAM 5500	DP0L93	7941	9737
RAM 5500	DP0L94	8111	9737
RAM 5500	DP4L63	6993.7	7774.7
RAM 5500	DP4L64	7158.7	7939.7
RAM 5500	DP5L64	7173.7	7924.7
RAM 5500	DP5L65	7201.7	7954.7
RAM 5500	DP5L66	7201.7	7954.7
RAM 5500	DP5L93	7603.3	9392.3
RAM 5500	DP5L94	7796.3	9392.3
RAM 5500	DP5L63	7077.7	7939.7

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