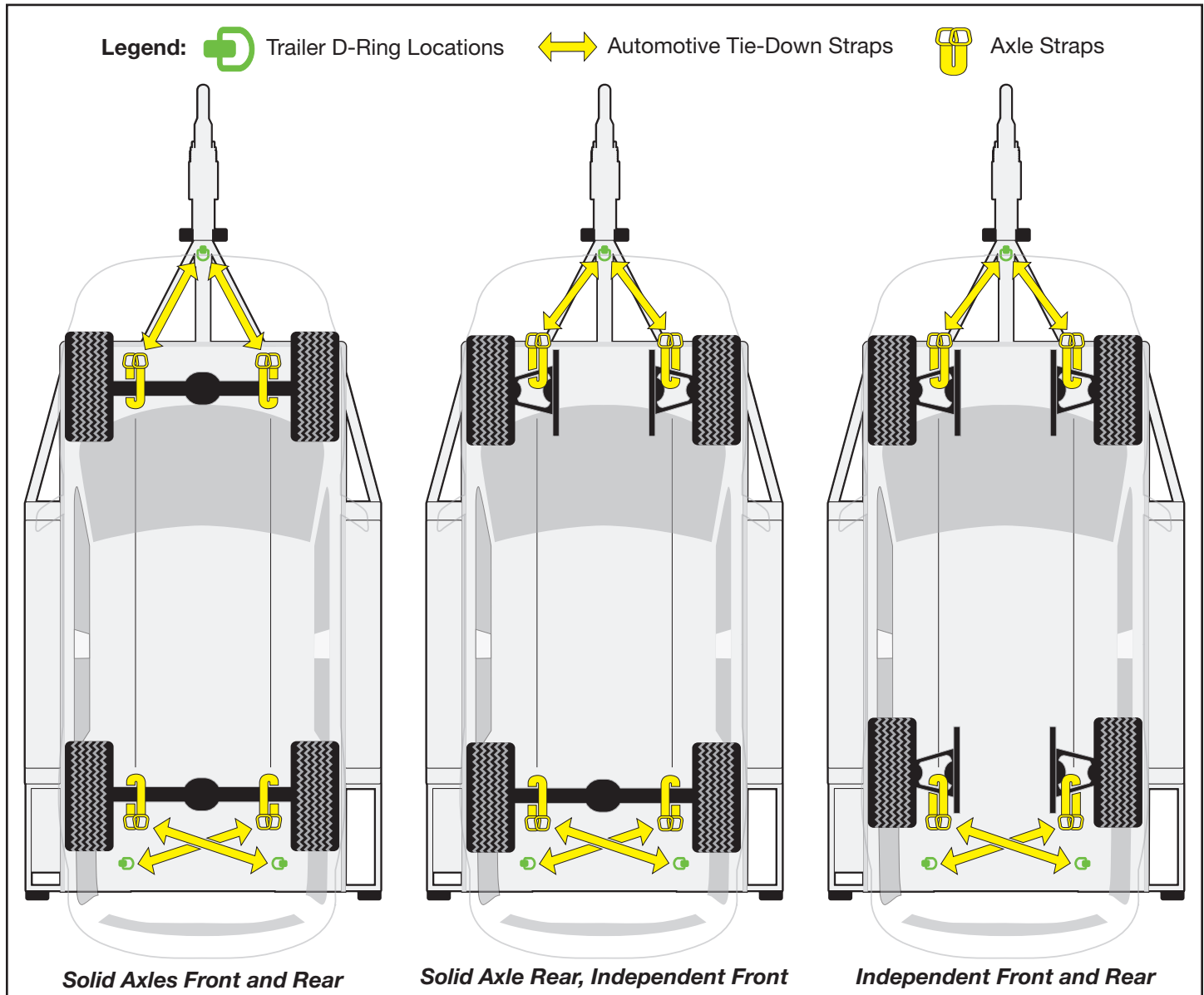


## Alternative Tie Down Method for Auto Transport (AT) Trailers

Use these instructions when your vehicle-in-tow tires are too big to be properly secured with the AT tire straps.

- Four tie down straps are required to properly secure your vehicle-in-tow to the AT trailer, two in the front pulling forward and two in the rear pulling rearward, creating opposing forces. The sum of the working load limits from all tie downs must equal at least the weight of the vehicle-in-tow.
- Tie downs should be attached to vehicle tie-down points (refer to your owner's manual for specific locations for your vehicle) or around the solid axle or lower control arms using axle straps, depending on the configuration of your vehicle. **NEVER** use CV axles as a tie-down point.



- A minimum of two straps are required to secure the front and two straps to secure the rear of the vehicle to the AT, as shown in the diagrams above. **IMPORTANT:** Make sure not to wrap the tie-down straps or axle straps around any lines, cables, or wires.
- In the front, connect the two straps between the vehicle tie-down points and the D-ring located on the tongue. If vehicle tie-down points are not available, axle straps must be used to secure the vehicle solid axle or lower control arms.
- In the rear, connect the two straps between the vehicle tie-down points and the D-rings located on the rear inner frame of the AT. If vehicle tie-down points are not available, axle straps must be used to secure the vehicle solid axle or lower control arms.
- Secure excess tie-down strap webbing to prevent it from dragging under the trailer during operation.
- Double-check strap tightness periodically throughout your trip and retighten as needed.
- Return to the Auto Transport User Instructions to continue loading procedures.