

ADVISORY BULLETIN

**TO:**

- Enclosed Haulaway carriers (Kentucky trailers)

FROM: Vehicle Logistics Quality Control and Damage Prevention**SUBJECT: Vehicle Positioning & Recommendations (Kia EV9 (MV))**

Enclosed Trailer Concerns and Recommendations

Please be advised of potential enclosed trailer issues that may arise from loading and consequently while in transportation. This electric SUV is bottom-heavy and thus lowered center of gravity, has larger wheels R19, R20, R21 and is compounded with lowered overhead clearance from optional roof racks; there is no combustion engine therefore it is not a front-engine heavy vehicle.

- **Curb Weights:** Estimated: 5,737 lbs. (2602.25 kg), **Wheelbase:** 122.047 in. (3100 mm)
- **Length:** 197.244 in. (5010 mm), **Width:** 77.953 in. (1980 mm), **Height:** 68.898 in. (1750 mm), Min. ground clearance: 7 in. (17.78 cm)
- **Wheels:** 255/60/R19 (482.6 mm), 275/50/R20 (508 mm), 285/45/R21 (533.4 mm)

ISSUE: First and foremost be aware and provide regular maintenance to your respective fleet. Hydraulic systems, to include but not limited to cylinders and pins can serve as pivot points resulting in loosening of the tables with potential of compromising not only that unit on it but the vehicles below it and the entire load. Use caution and examine units positioned on tables 2, 3 and 4; seesaw effect can occur. Ensure optimal weight distribution. Pay close attention and adjust the positioning of any unit on tables 2, 3 and 4. The concern is for the front or rear tires of any unit being placed anywhere aside from the middle of the respective table, specifically behind the hydraulic cylinder and pin. While in transit the rear pin and cylinder may serve as a pivot point due to the additional weight of this EV, particularly when encountering significant bumps. Tables with notable uneven weight distribution have the potential to allow for the vehicles to move downward with the front rising and could result in an impact on the roof of the lower deck units. (*See figure 1, 2, 3, 4*)

SOLUTION: The recommended positioning is provided below; it is preferred for each vehicle to have their own table. (*See figure 5*). Two solutions are available, if the vehicle will split tables, then be sure to place a ratchet strap

and tighten down the front of the table to the side anchor points of the trailer, while the front of table 3 is up (*See figure 6*).

*Figure 1 *not-to-scale*

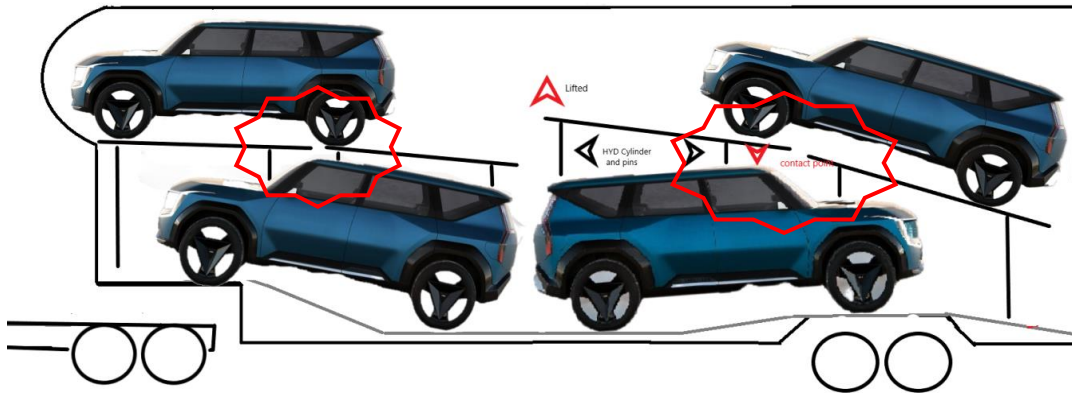


Figure 2

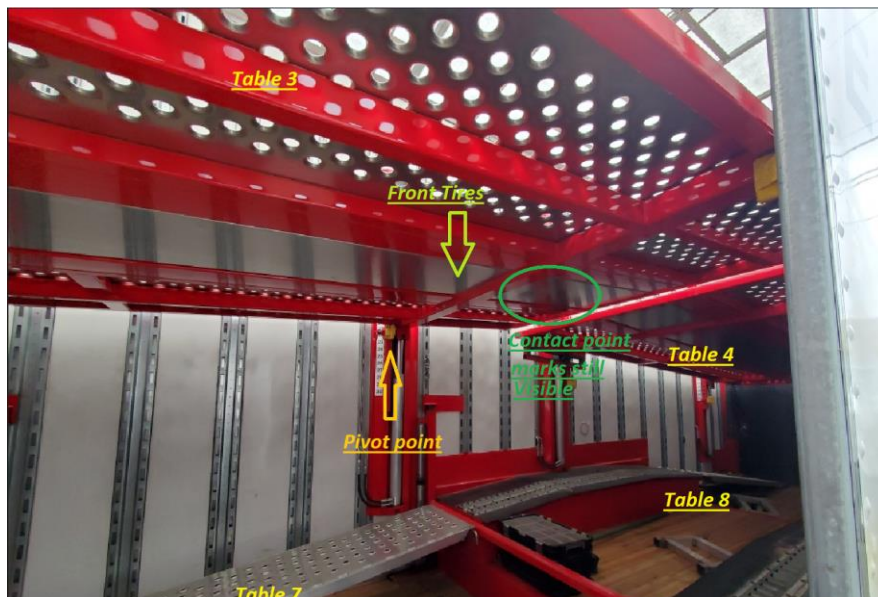


Figure 3

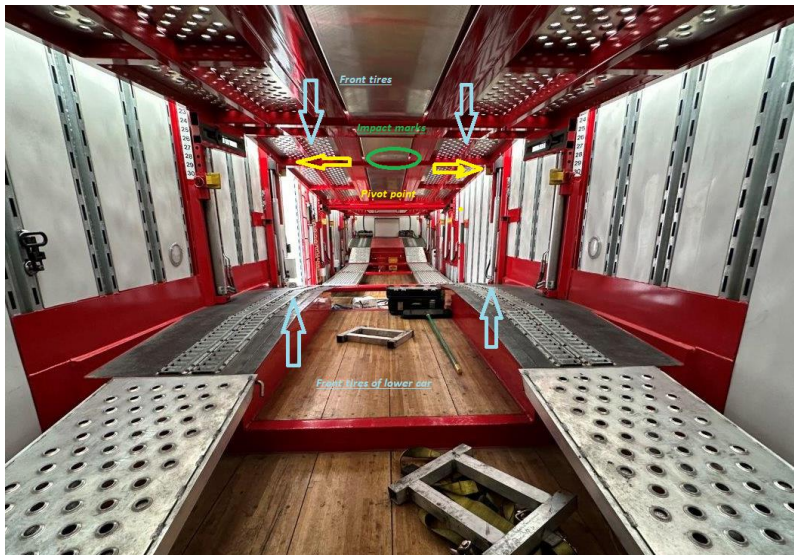


Figure 4



Figure 5 *not-to-scale

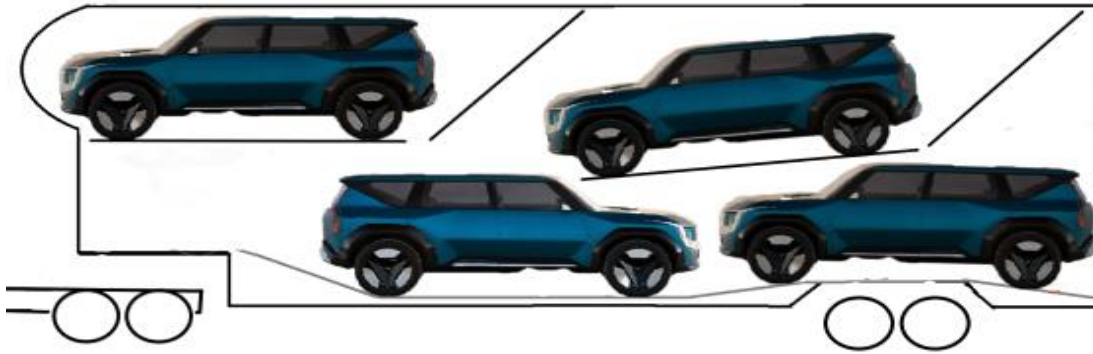


Figure 6 *image is of the front of table 3 in the up position and ratchet applied to stabilize.



Please feel free to contact me if you have any questions and/or suggestions, Byron Alvarez (Damage Prevention and Quality Control Supervisor)
We deeply appreciate your cooperation and relationship with GLOVIS.

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