

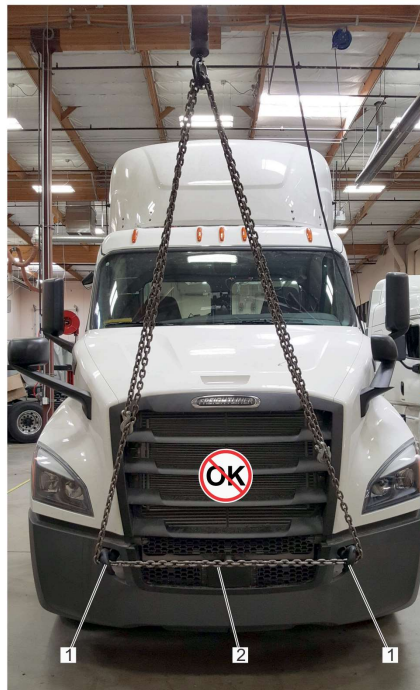
# Towing Procedure

**Notice:** Towing the truck from the front and removing all of the drivelines is the approved method for towing DTNA products. Towing any other way is not preferred.

**Danger:** When working on the vehicle, shut down the engine, set the parking brake, and chock the tires. Before working under the vehicle, always place jack stands under the frame rails to ensure the vehicle can not drop. Failure to follow these steps could result in serious personal injury or death.

**Warning:** Do not tow an unbraked vehicle if the combined weight of both vehicles is more than the sum of the gross axle weight ratings (GAWR) of the towing vehicle. Otherwise brake capacity will be inadequate, which could result in personal injury or death.

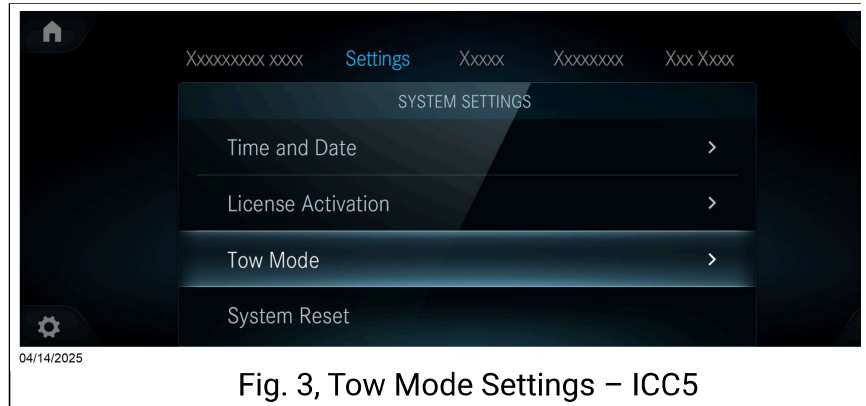
**Notice:** Tow loops are not designed for on-road towing of the vehicle, but to recover and move the vehicle to a position where it can be hooked up properly for front towing. When using tow loops to move the vehicle, do not pass a sling (for example, a rope or chain) from one loop to another. Known as reeving, this practice is **not** permissible in most industrial applications of towing and hoisting. Reeving can overload the loops and result in damage to the vehicle. See Fig. [1](#).



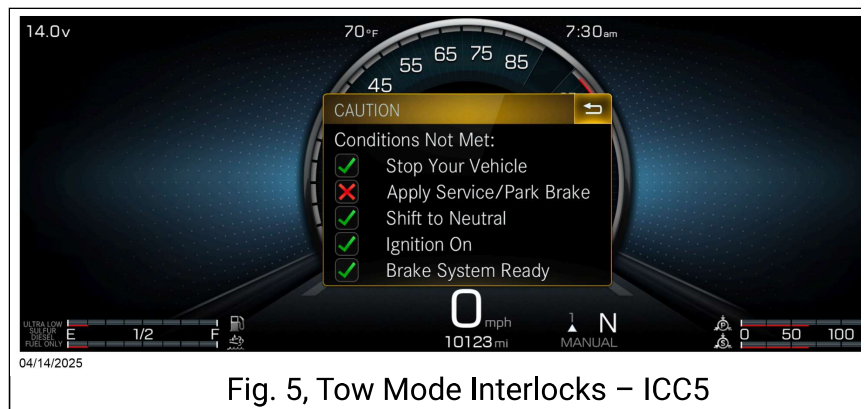
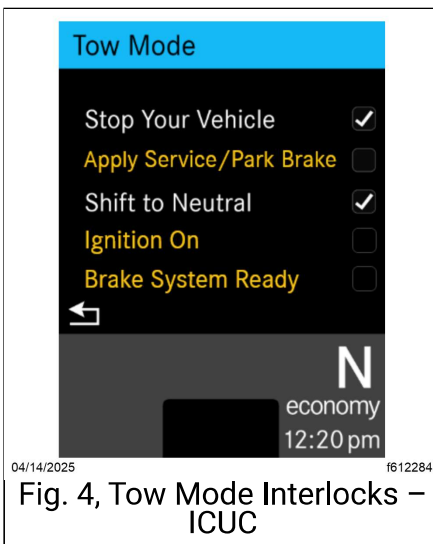
Do not reeve while towing.

## Fig. 1, Reeving

1. Stop the vehicle, apply the service or park brake, and shift to Neutral.
2. Disconnect the battery ground cables, OR, enable 'Tow Mode' on the vehicle ICU, if available. For vehicles equipped with an ICUC or ICC5, navigate to the 'Settings' menu, and select 'Tow Mode' by pressing 'OK.' See Fig. 2 and Fig. 3.



**Note:** If the vehicle fails to enter Tow Mode, a pop-up will appear, detailing the unmet interlocks that prevent Tow Mode from being enabled. See Fig. 4 and Fig. 5.



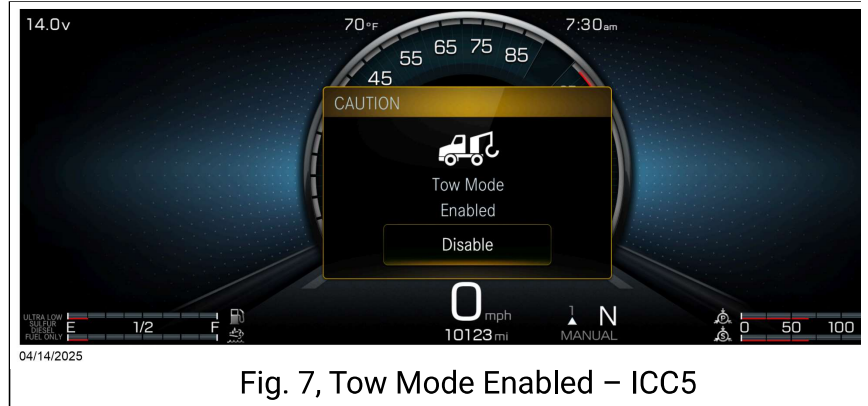
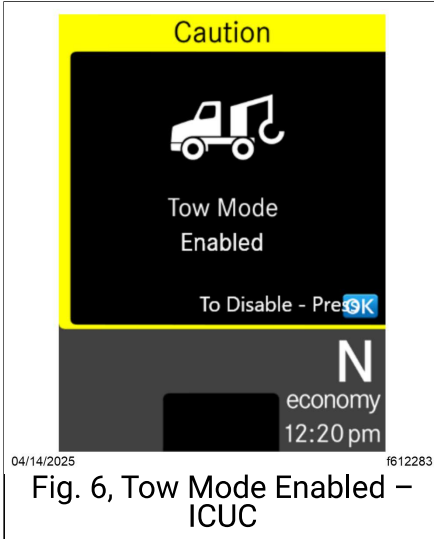
**Notice:** 'Tow Mode' puts the brake system into a fully pneumatic backup. This allows the tow operator to use the service brakes of the towed vehicle without inducing any faults in the towed vehicle. If possible, the tow operator should enter this mode prior to taking it to a service center. Disconnecting the batteries or using the cutoff switch (if installed) is also an option.

**Note:** To enable tow mode, meet the following conditions:

- stop the vehicle

- set the service brake or park brake
- shift to Neutral
- turn the ignition ON
- ensure the brake system is fully pressurized

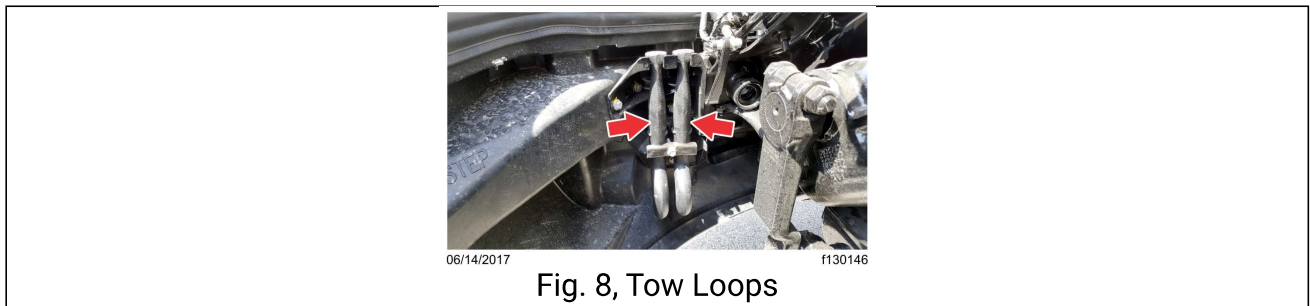
When tow mode is successfully enabled, a pop-up will appear on the screen. See Fig. 6 and Fig. 7.



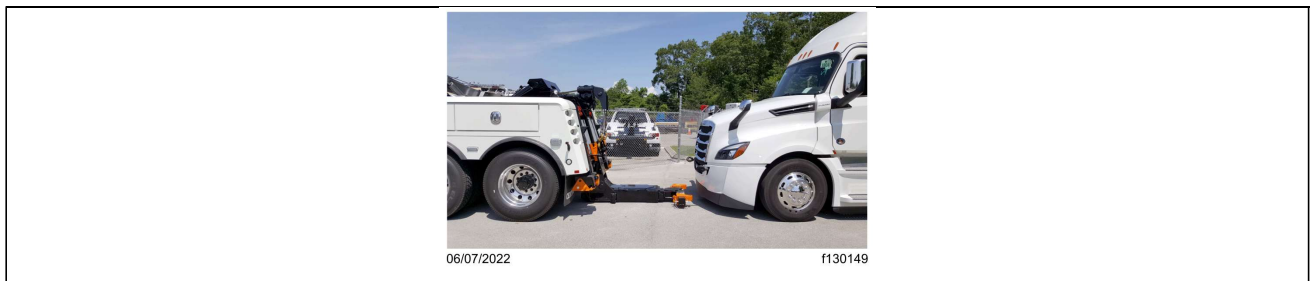
3. On dual drive axles, if the vehicle is to be lifted and towed, chain the forward rear-axle assembly to the vehicle frame. Use protection to keep the chains from damaging the frame.

**Notice:** Failure to protect the frame rails from the chains could cause damage, leading to eventual frame failure.

4. Open the hood. Remove the tow loops, located behind the driver's-side bumper. See Fig. 8. Close and latch the hood.



5. Install the tow loops onto the tow loop receivers through the tow loop holes in the bumper. Pull the tow loops to ensure they are securely engaged in the tow loops receivers.
6. Lower the stinger assembly so that it is level and approximately 1 inch (0.3 cm) off the ground. Back the tow truck so that the crossbar with lift adaptors is within 6 inches (15 cm) of the Aero bumper. See Fig. 9.



## Fig. 9, Positioning the Stinger Assembly

7. Pull the tow cables out of the tow truck and connect the tow cable lifting hooks onto the tow loops, then extend the recovery boom within 4 to 6 inches (10 to 15 cm) of being vertical of the tow loops. See Fig. [10](#).

**Notice:** When using tow loops to move the vehicle, do not pass a sling (for example, a rope or chain) from one loop to another. Known as reeving, this practice is **not** permissible in most industrial applications of towing and hoisting. Reeving can overload the loops and result in damage to the vehicle.



Fig. 10, Tow Cables Connected to the Tow Hooks

8. Lift the front of the truck until there is enough clearance for the stinger and crossbar to pass under the bumper. See Fig. [11](#).

If enough clearance cannot be gained with a single lift, jack stands or other means capable of supporting the weight on the front axle must be used while the cables are shortened to allow a second lift.

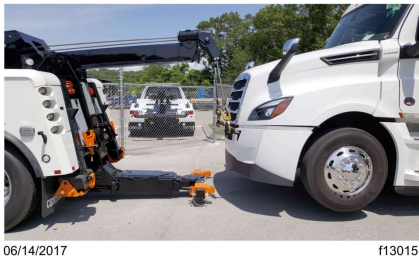


Fig. 11, Moving the Stinger and Crossbar Under the Bumper

9. Chock the rear tires.

**Warning:** Failure to chock the tires or connect the tow truck's air brake system before releasing the spring parking brakes could allow the disabled vehicle to suddenly roll. This could cause property damage or personal injury.

10. Use mid-rise or high-rise forks, or lift adaptors (part number 0200020) on the crossbar to provide clearance for the aerodynamic bumper. See Fig. [12](#) and Fig. [13](#).

**Notice:** Reference the applicable axle manufacturer's information to avoid damaging the axle when towing the truck.



Fig. 12, Lift Adaptors Installed on the Crossbar

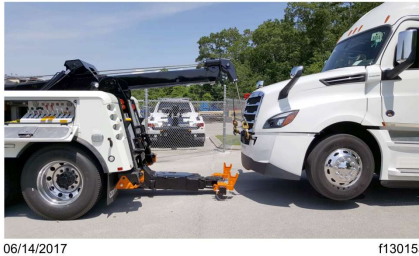


Fig. 13, Backing the Tow Truck with Lift Adaptors on the Crossbar

11. Extend the stinger and place the lift adaptors under the axle. Make certain the lift adaptors are under the front suspension springs between the U-bolts. See Fig. [14](#) and Fig. [15](#).

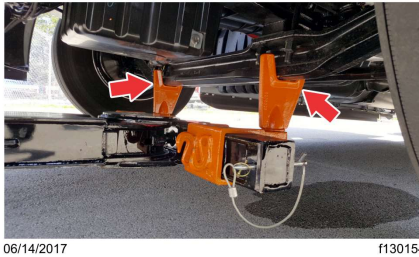


Fig. 14, Positioning the Stinger with Lift Adaptors Under the Axle



Fig. 15, Stinger with Lift Adaptors Under the Axle (tow truck shown)

12. Secure the axle to the crossbar with a chain or ratchet strap.
13. Use a paint pen to mark the drivelines in as built condition, and then remove the driveline, the interaxle driveline (if equipped), for each axle that may touch the ground during the towing process. Store the drivelines and U-joints in a secure location so they will not come off during transport.

**Notice:** Failure to remove the driveline(s) or the drive axle shafts when towing the vehicle with the rear wheels on the ground could result in damage to the transmission and other parts.

14. Remove the tow cables from the tow loops and retract the recovery boom. See Fig. [16](#).

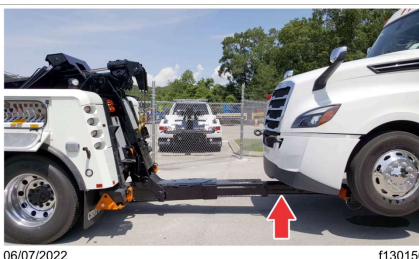


Fig. 16, Retracting the Recovery Boom

15. Remove the tow loops from the bumper.
16. Connect the air and electrical supply lines from the tow truck to the truck being towed.

**❗ Important:** On trucks equipped with a front air suspension, either air pressure must be supplied to the secondary air system or the front suspension must be blocked to operating height with wooden spacers and the axle chained to the frame to prevent damage to the truck.

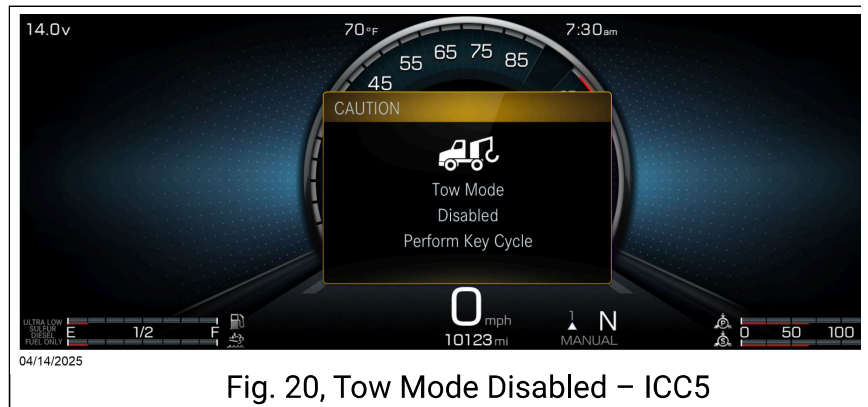
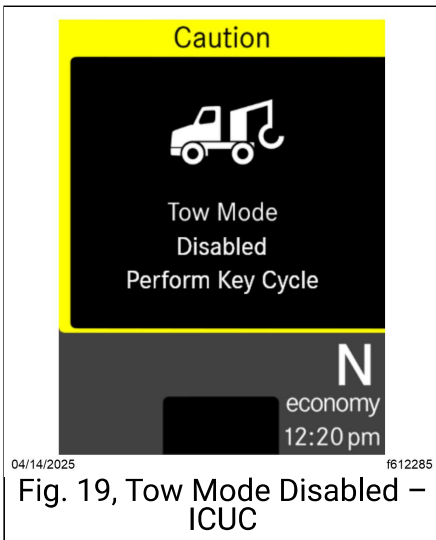
17. Connect the service brakes and park brakes. There are two different breakout set ups: the breakouts will be on the driver's side frame rail, either towards the back or below the frame rail by the steps. The collars on the breakouts are color coded to match the glad hand colors.
18. Connect the clearance lights, taillights, and signal lights. Connect any special towing lights required by local regulations.
19. Release the park brake and remove the chocks from the rear tires.
20. Use the stinger to pull the truck close to the back of the tow truck for final towing position. See Fig. [17](#).



21. Connect the safety chains. See Fig. [18](#).



22. Once the vehicle has been towed, exit tow mode by selecting 'Disable' (by pressing 'OK' for ICUC, or 'Disable' for ICC5), key off the vehicle for 5 minutes (until the cluster backlighting and text disappears), and then key the vehicle back on. See Fig. [19](#) and Fig. [20](#).



👉 **Note:** If the vehicle fails to disable Tow Mode, a pop-up will appear, detailing the unmet interlocks that prevent Tow Mode from being disabled.

👉 **Note:** To disable tow mode, meet the following conditions:

- stop the vehicle
- set the service brake or park brake
- shift to Neutral
- turn the ignition ON
- allow the brake system to fully pressurize

**Note:**

Parent topic: [In an Emergency](#).

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