

Sno-Way statement regarding the installation of snow plows on vehicles equipped with driver/passenger airbags:

- A number of vehicle manufacturers have or will be equipping vehicles with passenger safety airbags in addition to the airbag provided for the driver. As of this date, some testing has been done, but not enough data has been accumulated to make a definitive recommendation with respect to all snow plow applications.
- We have been advised that in the instances where testing has been done "the deployment of the safety device performed as expected." The deployment of an airbag (driver and/or passenger side) is normally the result of an impact occurring between the vehicle and another object, and is intended to protect the driver/passenger under such circumstances. See Vehicle Owner's Manual. The deployment of an airbag can cause injury to the passenger and/or driver. Again, this deployment is for the safety of the passenger and/or driver under such driving conditions as to cause the act of deployment.
- Sno-Way strongly recommends that you, as a responsible Dealer, advise all vehicle owner's with passenger safety airbags, that unusual jarring beyond normal snow plowing may cause the passenger and/or driver's safety airbag to deploy.
- Sno-Way strongly recommends that all snow plowing be done without any passengers.
- The "threshold" level of deployment varies from vehicle to vehicle, and with respect to "frontal" and "near-frontal" crashes, consequently, be sure to read your Vehicle Owner's Manual with respect to airbag deployment.
- Sno-Way makes no warranty, express or implied, with regard to the deployment of any safety airbag (driver or passenger), and Sno-Way will not be responsible for the reinstallation of any safety airbag or airbags, driver or passenger.
- The use of any vehicle equipped with a snow plow contemplates normal plowing usage, under familiar terrain conditions, at very moderate speeds and the avoidance of snow/ice covered obstructions, etc.

OPERATING CLASSES

- **22 SERIES** - The 22 Series Sno-Way plow is specifically designed for personal snow plowing with small and mid-size 4 x 4 trucks and utility vehicles. 22 Series plows are NOT intended for commercial plowing of any kind.
- **26/26R SERIES** -The 26 Series Sno-Way plow is specifically designed for light commercial and non commercial applications such as lot cleanup, drives, and sidewalks for use with full-size ½ ton 4 x 4 vehicles.
- **29R SERIES** - The 29R Series Sno-Way plow is specifically designed for commercial snow plowing with ¾ ton and 1 ton 4 x 4 trucks.
- **29HD/29THD SERIES** - The 29HD/29THD Series Sno-Way plow is specifically designed for commercial snow plowing with full-size ½ ton, ¾ ton, and 1 ton 4 x 4 vehicles.
- **29VHD SERIES** - The 29VHD Series Sno-Way plow is specifically designed for heavy duty commercial snow plowing with ¾ ton and 1 ton 4 x 4 vehicles. Also 4 x 4 and 4 x 2 vehicles with a GVWR of up to 20,000 lbs
- **RevolutionHD SERIES** - The RevolutionHD Series Sno-Way plow is specifically designed for heavy duty commercial snow plowing with 4 x 4 ¾ ton and 1 ton vehicles, and larger up to 4 x 4 and 4 x 2 vehicles with a GVWR of up to 26,000 lbs
- **32 Contractor SERIES** - The 32 Contractor Series Sno-Way plow is specifically designed for heavy duty commercial snow plowing with ¾ ton and 1 ton 4 x 4 vehicles. Also 4 x 4 and 4 x 2 vehicles with a GVWR of up to 20,000 lbs.

MAXIMUM VEHICLE LOADING REQUIREMENTS:

- The loaded vehicle, including all after market accessories, the snow plow system, actual passenger compliment, and cargo, must not exceed either the Gross Vehicle Weight Rating (GVWR) or front or rear Gross Axle Weight Rating (GAWR) specified on the Safety Compliance Certification label located on the driver's side door opening.
- The empty truck, with all permanently attached accessories and snow plow components, must not exceed 62% of its total weight on the front axle to comply with FMVSS 105 Brake Certification. Permanently attached snow plow parts are those parts not easily removed when the blade is removed. The permanently attached parts are: sub-frame, snow plow controls, etc.

If the front axle loading exceeds either 62% of the empty truck total weight, or the front GAWR, ballast compensating weight must be permanently attached at the rear of the truck behind the rear axle to bring front axle weight within specifications as defined above.

- The amount of ballast will vary greatly depending on your vehicle, plow selection and the location of the ballast. Sno-Way calculates primary ballast as if behind the tailgate and if mounted in the receiver hitch. Since it is important that receiver hitch weight is not exceeded, at times it is necessary to add secondary ballast which will be calculated behind the rear wheels in the bed of the truck as far behind the rear wheels as practical. Weight calculations assume base weights as specified by OEM's and may not exactly reflect your vehicle. Plow fitment to vehicles with optional OEM or aftermarket accessories can not be guaranteed.
- Sno-Way recommends that trucks are outfitted with a "Snow Plow Prep" package when available.
- If your vehicles front end sags, it may be necessary to use a form of load booster to accommodate a snow plow package. This can be accomplished with the use of supplementary airbags, booster springs, or similar load boosting devices; e.g. Timbren or Hollow Rubber Spring kits. Since there are different load boosting devices available, it will be the responsibility of the customer / end-user to select and purchase the product to suit the application. (This is not the responsibility of Sno-Way International, Inc.)
- This guide is intended to provide the end-user with the proper plow selection for their application, based on vehicle size and type of plowing. SNO-WAY INTERNATIONAL, INC. will not recommend the installation of a snow plow that does not meet these requirements.