



Motorcycle Crating Best Practices



Stencil a standard upright directional marking around the crate to mitigate the chance that a potentially catastrophic flip occurs at the hands of a handler of the crate down the logistics chain.



Secure the wheels between a full-length recess as shown above, or between individual sets of blocks for the front and back wheels. When creating recess or placing blocks, ensure that the design does not place motorcycle parts in a position where they may make contact with the crate during transit. For example, note the proximity of the tailpipe to the wood crossmember under it.



Straps like this should be used to secure the motorcycle upright. Apply straps to the front and rear of the motorcycle on both sides. Tighten straps with equal force on either side to ensure even stability, and to prevent side-to-side movement. Use best judgment to determine whether it is possible to secure the motorcycle in the middle with a strap through the engine compartment. Although preferred, this should not be done if you think it might damage the engine compartment.



Packing material should be used at all points where straps, blocks, or any part of the crate body might touch the motorcycle. Most claims arise from cosmetic problems which can be easily avoided by using protective packing material at contact points.

To provide a level of damage prevention above the expectations of the shipper, Jet Forwarding recommends stuffing the empty space in the crate around the motorcycle with additional packing material.



Cut and grind away all exposed hardware tips and heads that are exposed and within close proximity to the motorcycle.



An eye bolt or similar hardware should be used to secure the straps to the crate floor. An acceptable alternative is to thread the straps through the crate floor itself. An access point in the crate floor would have to be built in to allow access to floor beams.