STANDARD OPERATING PROCEDURE

How to increase Amazon DSP profitability, week by week.

Eight steps that turn profit from a number you learn after payroll into one you check every day. Written for the owner, the dispatcher, the manager and finance, with the Ultimate DSP page each step runs on.

PORTALS	Dispatch, Scorecard, Financial Management, Scheduling, Fleet
ROLES	Owner, Manager, Dispatcher, Finance
HOW OFTEN	Every morning, Mid-shift, As needed, Daily, Weekly, Monthly
PAGES USED	Load Out, On Road, Standards, Events, Profit Projection, Auto Schedule, Fleet Financials
UPDATED	September 2026
READ ONLINE	ultimatedsp.com/knowledge/increase-profitability

What this SOP fixes

- Profit is only worked out after payroll, so a losing day is found weeks later.
- More drivers clock in than there are routes, and every extra person is paid to wait.
- Rescues go out before anyone knows why the route is behind.
- Drivers finish late, and the late hours turn into overtime.
- Drivers on the road cannot see their own pace, so they fall behind without knowing.
- Vehicle costs are mixed in with everything else, so the van losing money stays on the road.

> **How to use it:** read sections 1 to 6 once. Then run section 7 on the rhythm in section 6, and print the checklists in section 11 for the wall.

Contents

1. Purpose and scope

This SOP turns profit from a number you learn weeks after payroll into one you manage every day. It covers the places a DSP day leaks money, which are extra people on the clock, rescues, late finishes and vans that lose money, and the daily and weekly checks that show whether the fix is working.

It is written for an Amazon DSP owner and the people who run the day: the dispatcher on Load Out and On Road, the manager who reviews the numbers and finance, who imports payroll. Each step names the Ultimate DSP page it runs on, the buttons to press, what to check and what to do when something is wrong.

This SOP covers

- The morning Load Out: one driver per route and a lean bench.
- Mid-shift status texts, behind check-ins and rescues on On Road.
- Recording late finishes against your own standard.
- Reading daily profit, people over and overtime share in Profit Projection.
- Building next week's schedule from your best-ranked drivers.
- Monthly net per van in Fleet Financials.

It does not cover

- Checking the weekly Amazon invoice line by line. That is the SOP Validate Amazon invoices.
- Pay-period profit from posted payroll and checked invoices, which lives on the Profitability page.
- Running payroll, taxes and benefits.
- How Amazon works out its vehicle payment.

2. Why this matters

Most DSPs learn their profit once, weeks after the fact, from a spreadsheet built after payroll runs. By then the losing week is over. The money leaks in six places:

THE PROBLEM	WHAT IT COSTS YOU
Profit is only worked out after payroll	A losing day is found weeks later, when nothing can change it, and the same mistake runs all month.
Too many drivers clock in for the routes	Every extra person is paid for time that earns no route revenue. A backup told to report is paid for station time even when not used.
Rescues go out before the problem is known	Two drivers are paid for one route, and the cause of the late route is never fixed.
Drivers finish late	The late hours turn into overtime at payroll, and the same drivers do it again next week.
Drivers cannot see their own progress	A driver does not know they are behind until a rescue is the only option left.
Vehicle costs are mixed in	A van that loses money every month stays on the road, because no number points at it.

3. What good looks like

- Yesterday's profit is on screen every morning, not after payroll.
- Every route has exactly one driver, and nobody is punched in without a route.
- Every driver on the road gets a status text, and behind drivers get a call before a rescue goes out.
- Every late finish is on record against your own standard.
- Extra clock-ins and overtime are checked every day, while the week can still change.
- Every van has a monthly net, and every losing van has a decision against it.
- The owner knows yesterday's profit before the first wave leaves.
- Overtime is planned in the schedule, not discovered at payroll.
- The fleet only holds vans that earn their keep.

4. Roles and responsibilities

ROLE	WHAT THEY OWN IN THIS SOP
Owner	Reads daily profit and overtime, decides on losing vans, and can lock and unlock days.
Sub Admin	Can do everything the Owner does in this SOP.
Manager	Reviews people over and overtime share, owns the late-finish standard and runs Auto Schedule with the dispatcher.
Dispatcher (Operations)	Runs Load Out and On Road: one driver per route, status texts, check-ins and rescues. Logs late finishes. Has no access to the money pages.
Finance	Imports the daily payroll file into Profit Projection and the monthly statements into Fleet Financials. Has no access to the dispatch pages.

5. Before you start

Set these up once. Every step below assumes they are in place.

	TASK
☐	Lock the payroll calendar in Payroll Setup.
☐	Enter every service type's rate and the package rate in Rate Cards.
☐	Add each driver's hourly rate, overtime rate and payroll code on their Associates record.
☐	Connect the punch feed from Paycom or ADP in Admin, Connections.
☐	Give each van its ranked driver list on Vehicles, so Auto-Assign Vans can work.
☐	Save import presets for the roster, routes and itineraries files.
☐	Check the text templates in Dispatch, Setup: Dispatch Info, Route Status, Behind Check-In and the rescue meet-up texts.
☐	Create a late-finish standard with its points and a paired coaching module.
☐	Set up Auto Schedule: shift templates, needs, rules and ranking.
☐	Add every van with its VIN, lessor ID and ownership, so the monthly statements match.

6. The rhythm

When each part of the procedure happens, who does it and on which page.

WHEN	WHAT	WHO	WHERE
Every morning	Import roster and routes, one driver and one van per route, cover gaps, send info	Dispatcher	Load Out
Mid-shift	Import itineraries, send status to every driver on the road	Dispatcher	On Road
As needed	Behind check-in and a call, then a rescue only if the route still cannot finish	Dispatcher	On Road
Daily	Log late finishes against your standard	Dispatcher or Manager	Events
Daily	Import payroll, read yesterday's profit, lock the day	Owner, Manager or Finance	Profit Projection
Daily	Read people over and overtime share, fix the cause	Owner or Manager	Profit Projection
Weekly	Run Auto Schedule for next week and send the draft to Schedule	Manager or Dispatcher	Auto Schedule
Monthly	Import statements and act on every losing van	Owner or Manager, with Finance	Fleet Financials

7. The procedure, step by step

Eight steps: three during the day, three in the office every day, one weekly and one monthly. Each step names who does it, how often and the page it runs on. The check at the end tells you it is done.

1 Match drivers to routes, with no extra people on the clock

Every morning

Where Dispatch · Load Out **Who** Dispatcher

WHY THIS STEP MATTERS

Every driver who clocks in without a route is paid for time that earns nothing. On a busy morning it is easy to call in too many backups and never notice. Matching one driver to one route before the first wave is the cheapest profit fix of the day.

HOW TO DO IT

1. Open Dispatch, then **Load Out**, and check the date in the top bar.
2. Click **Import** and load the roster file, then the **Routes** file. The routes file fills the Route, Wave and Scheduled columns.
3. Click **Auto-Assign Vans**, read the result, then click **Keep Assignments**. Each driver gets a free van from that van's ranked driver list, and only blank van cells are filled.
4. Click any Issues chip (**No Van**, **No Route**, **No Wave**, **No Driver**) to see those rows, and fix each cell in the row.
5. Cover an empty seat with **Swap in**: pick the replacement driver and a van.
6. Keep the bench lean. Standby is paid to wait, On call is reachable but not at the station, and Called out is the day's absence record. Move people with **Move To**.
7. When every route is ready, click **Send Info** to text each driver their route, van and wave.

WHAT TO CHECK

- The readiness bar shows the same count on both sides, every route ready to launch.
- No warning strip says a driver punched in and is not on a route.
- Every wave box is green.
- Standby holds only the backups you decided to pay.

> **Done when:** The readiness bar shows every route ready to launch, no Issues chips are left, and no punched-in driver is without a route.

IF SOMETHING IS WRONG

- A strip says someone punched in and is not on a route: place them on an empty seat, or tell them they are not needed before they wait on the clock.
- A wave box is red: that wave is short and leaves next or has already left. Fill it from Standby or On call first.
- The Issues pill counts a van that is in the shop or grounded, a duplicate van or route, or a driver not found: fix the van or the roster before you send info.
- The Punched In column says there is no punch source: the punch feed is not connected. Check arrivals by hand today and fix the connection.

KEEP A RECORD

Load Out keeps the day's Called out list as the absence record. Log a no-show as an event on the driver, the same way as a late finish in Step 4.

2 Send status to every driver on the road

Mid-shift

Where Dispatch · On Road **Who** Dispatcher

WHY THIS STEP MATTERS

A driver who cannot see their own pace does not know they are behind until it is too late to recover. A status text in the middle of the shift turns a problem nobody can see into a phone call while there is still time. It is the cheapest way to stop a rescue before it is needed.

HOW TO DO IT

1. Open Dispatch, then **On Road**, on the same date as Load Out.
2. Click **Import Itineraries**, pick the saved preset and click **Run Import**.
3. Check the import time under LAST UPDATE. If the file is old, import again before you send, because the texts carry the numbers from the last import.
4. Turn off the Msgs toggle on any driver you have just phoned, so they do not also get a text.
5. Click **Send Status** in the header. Hover it first to see who will receive it.
6. To text one driver only, use the send icon on that driver's row.

WHAT TO CHECK

- Rows marked **Behind** or **Late RTS** received the Behind Check-In, not the normal status text.
- No driver was skipped for a missing phone number. Their send icon would be faint.
- The import time under LAST UPDATE is recent, so the texts carry fresh numbers.

> **Done when:** The toast confirms the status texts went out, and every row's send icon is green with the time it was sent.

IF SOMETHING IS WRONG

- The toast says nobody is sendable: every row is done, waved off or has no phone. Check the filter and the phone numbers.
- The import time under LAST UPDATE is old: the texts would carry old numbers. Import again first.
- An Unmatched File Rows chip shows: some rows in the file match no route on the board. Check the route codes on Load Out.
- A text cannot be taken back. No text has an undo, so check the recipients before you press send.

KEEP A RECORD

Every text is logged on the driver's timeline in Inbox.

3 Send a rescue only after the Behind check-in

As needed

Where Dispatch · On Road **Who** Dispatcher

WHY THIS STEP MATTERS

A rescue pays two drivers for one route, and a rescue sent too early hides the real cause: a bad load, a stop order problem or a driver who needs coaching. Ultimate DSP does not block an early rescue, so this has to be your rule.

HOW TO DO IT

1. On **On Road**, click the **Behind** or **Late RTS** chip.
2. Click the row's send icon. On a behind row it sends the Behind Check-In.
3. Call the driver from the row's call icon, then mark **Reached** or **No Answer**.
4. Work the problem with the driver: last stop, stop order, access, anything slowing the route down.
5. If the route still cannot finish, click **Rescue** on the row. Pick the rescuer (finished drivers are listed first, then standby, then drivers still on the road), set where to meet or choose **Rescue on pad**, and enter the totes.
6. Click **Save And Send Meet-Up** so both drivers get each other's name and number.
7. When the rescue is over, click **Close** on the rescue row.

WHAT TO CHECK

- The check-in went out and you spoke to the driver, or tried to, before the rescue.
- The rescuer is not a brand-new driver.
- The rescue also shows on Work Summary, waiting to be marked paid or unpaid.

> **Done when:** The rescue row is on the board, the route's Rescue button is green, and both drivers got the meet-up text.

IF SOMETHING IS WRONG

- The dialog warns that the rescuer still has stops of their own: pick a driver who has finished, or someone on standby, if you can.
- The driver already has a rescue out: check that the first rescue is really not enough before you add another.
- The dialog notes that the rescuer has no van: arrange the vehicle before you send the meet-up.

KEEP A RECORD

Each rescue lands on Work Summary. Mark it paid or unpaid there, so the weekly invoice check can find rescue pay that is missing.

4 Record the drivers who finished late

Daily

Where Scorecard · Standards and Events **Who** Manager or Dispatcher

WHY THIS STEP MATTERS

Late finishes turn into overtime, and the same drivers tend to finish late week after week. A record against your own standard turns a complaint into a fair, visible number that follows the driver into coaching and into scheduling.

HOW TO DO IT

1. Once: open Scorecard, then **Standards**, and click **+ New Standard**. Name it for late finishes, set Direction to **Negative**, set the points, pair a coaching module, turn on **Auto Coach** and click **Save Standard**.
2. Every day, find who finished late. On **On Road**, the **Late RTS** chip and the RTS column show planned against projected return. In Profit Projection's day view, the hours per person chart shows the longest days.
3. Open Scorecard, then **Events**, and click **+ Log Manual Event**.
4. Pick the **Associate** and your late-finish **Standard**, keep Direction on **Negative**, set the **Quantity** and **Event Date**, and write what was seen in **Description**.
5. Click **Save Event**. The points fill in by themselves and cannot be typed.

WHAT TO CHECK

- The ledger shows the event with the source Manual and your initials.
- Coaching Status reads **Assigned** for drivers whose standard has a paired module.
- Every event you logged is a real late finish, with the cause in the description.

> **Done when:** Each driver who ran late has a new event with points, and coaching shows as Assigned where a module is paired.

IF SOMETHING IS WRONG

- The Module column shows **No module**: the standard has no coaching paired. Pair one on Standards.
- The **Auto Coach** toggle will not turn on: pair a module first.
- The driver ran late because of a rescue or extra stops you gave them: do not log it. Be fair about the cause, or the record stops meaning anything.

KEEP A RECORD

The event stays on the driver's record with who logged it and why, so the record holds up when you sit down with the driver.

5 Check the day's profit

Daily

Where Financial Management · Profit Projection **Who** Owner, Manager or Finance

WHY THIS STEP MATTERS

Profit you learn weeks later cannot be changed. Revenue comes from the routes and packages you ran and cost from the payroll you paid. Together they show whether yesterday made money while the same mistakes can still be fixed today.

HOW TO DO IT

1. Open Financial Management, then **Profit Projection**. Switch to **Day** and open yesterday.
2. If the status pill reads **Projected**, click **Import payroll** and load the day's payroll export. Check the columns found, link any payroll code that is not on the roster, then import.
3. Read the cards: total revenue, total cost, profit and margin. Under Where the cost goes, check that revenue minus cost equals profit.
4. Put one-off money on the right day with **+ Add adjustment**. Never enter a vehicle cost here: vans are handled in Fleet Financials.
5. Write a note on anything unusual and post it.
6. When the day is final, click **Lock day**.

WHAT TO CHECK

- The routes and packages match Work Summary for that day.
- No warning says a service type has no rate on this day.
- No payroll code is flagged as not on the roster.

> **Done when:** Yesterday reads Actual or Locked, and you can say its profit and margin without opening a spreadsheet.

IF SOMETHING IS WRONG

- The pill stays **Projected** with dashed bars: the payroll file is missing. Import it.
- A warning says a service type has no rate: add the rate on Rate Cards. A missing rate is never counted as zero.
- The routes cell shows a warning: that day is disputed on Work Summary. Settle it there first.
- A warning says Work Summary changed after the day was locked: an Owner or Sub Admin can unlock the day and check the change.

KEEP A RECORD

A locked day keeps who locked it and when, and the day's note stays with the day.

6 Bring people over and overtime share down

Daily

Where Financial Management · Profit Projection **Who** Owner or Manager

WHY THIS STEP MATTERS

People over is the number of people paid for a day with no route to run. Overtime share is the part of pay spent at the overtime rate. Both are pure cost, and both are decided before payroll: on the morning bench and in the weekly schedule.

HOW TO DO IT

1. In **Profit Projection**, pick this week and read **Over workforce**, **Overtime**, **Hours per route**, **Clock-ins** and **Routes**.
2. In the day table, sort by **Over** and by **OT %** to find the worst days.
3. Open the worst day. In the hours per person chart and the payroll table, find who worked the longest and who was paid overtime.
4. Ask why: extra people on the bench, a slow wave, rescues or a driver who finished late.
5. Fix the cause where it lives: keep the bench lean on Load Out (Step 1), set the hours cap in Auto Schedule (Step 7) and log late finishes in Events (Step 4).

WHAT TO CHECK

- You know your normal office headcount, because every payroll row counts as a clock-in, and days above it stand out.
- The same names are not at the top of the hours chart every week.
- Overtime share is lower than last week.

> **Done when:** No day is red in the Over column, and overtime share is lower than the week before.

IF SOMETHING IS WRONG

- Over workforce looks high on a normal day: every payroll row counts, dispatchers included. Compare it with your usual number, not with zero.
- A person is costed at a default rate: their pay rate is missing on the roster. Add it on their Associates record.
- Hours per route is amber: routes are taking longer than planned. Check the load and the stop order on the worst day.

KEEP A RECORD

Write the cause and the fix in the day's note, so next week's review can see whether it worked.

7 Put your best-ranked drivers on next week's schedule

Weekly

Where Scheduling · Auto Schedule **Who** Manager or Dispatcher

WHY THIS STEP MATTERS

When anyone can pick up a shift, weak drivers keep running routes and dragging the day down. Ranking by your own score gives the best drivers the most days, and the hours cap keeps the week out of overtime before it is even built.

HOW TO DO IT

1. Open Scheduling, then **Auto Schedule**. Pick next week in **Target week**.
2. In Needs, set how many drivers each shift template needs on each day.
3. In Rules, keep **Ranking source** on **Scorecard net score** and choose the **Score window**. Set **Rolling window** and **Max hours in window** to your hours cap.
4. In Excluded DAs, add anyone who should not be scheduled, such as a new hire still training, with a reason.
5. Open Coverage review and compare eligible with needed for each day.
6. Click **Run Auto Schedule**. If a draft already exists, keep manual shifts and swaps, then click **Run and replace**.
7. On Result, read the coverage grid, the assignment log and Skipped DAs, then click **Send to Schedule**.

WHAT TO CHECK

- Every day is filled, or you know which slots are still open and why.
- Every skipped driver shows a reason: Blocked, Not qualified, Excluded, At cap, Unavailable or Below cut.
- The top of the assignment log is your strongest drivers.

> **Done when:** The run shows the week filled, the draft is sent to Schedule, and every skipped driver has a reason.

IF SOMETHING IS WRONG

- A Needs cell is amber: fewer drivers are eligible than you need. Check availability, exclusions and coaching blocks.
- The toast says the matrix is all zero: set the needed counts first.
- A good driver shows **Blocked**: they have overdue coaching. They are back in the pool once they acknowledge it.

KEEP A RECORD

Every run keeps its settings and its reasons, so when a driver asks why they did not get a shift, the answer is on screen.

8 Act on the vans losing money

Monthly

Where Fleet · Fleet Financials **Who** Owner or Manager

WHY THIS STEP MATTERS

Amazon's vehicle payment is not tied to one van, so a fleet total that looks fine can hide a van that loses money every month. Net per van shows which one, so the decision gets made instead of the van staying on the road.

HOW TO DO IT

1. Open Fleet, then **Fleet Financials**.
2. Import the month's statements on the **Insurance**, **Lease** and **Amazon payments** tabs. In the preview, match any unmatched row to a van, to **Fleet (unallocated)**, or choose **Skip permanently**.
3. On **Dashboard**, pick the month and read the tiles and NET by Month.
4. In **Vans Losing Money**, click a van to jump to its row in **Unit Economics**.
5. Read days in service, Amazon in, lease, insurance, service out of pocket, net and margin.
6. Decide. A van with few days in service and time in the shop has a downtime problem. A van in service all month with little Amazon money has a dispatch problem.
7. To take a van off the fleet, do it on its **Vehicles** profile. Its history keeps counting.

WHAT TO CHECK

- Every van has its insurance and lease figures, with no incomplete chip.
- The net tile has no provisional chip, so the Amazon statement is complete.
- Each losing van has a decision and a date to look at it again.

> **Done when:** Every losing van has a decision against it, and no van shows an incomplete warning.

IF SOMETHING IS WRONG

- A van shows an incomplete chip: insurance or lease is blank, so its net looks better than it is. Import or enter the missing figure.
- Net shows provisional and the losing list is replaced by a line naming missing weeks: the Amazon statement is incomplete. Import the missing weeks first.
- A figure is tagged Restated: it changed after its month ended. Read the reason before you compare months.

KEEP A RECORD

A change to a month that has ended needs a reason and is marked Restated, so the monthly numbers can still be trusted a year later.

8. The three numbers to watch

Read these numbers on the cadence in the rhythm table. Each one tells you whether the procedure is working.

NUMBER	WHAT IT TELLS YOU	ACT WHEN
Daily profit	Revenue from the routes and packages you ran, minus the day's payroll. Projected until payroll is in, actual after.	A day loses money, or the margin falls two days running: open the day and read where the cost went.
Over workforce	How many more people clocked in than there were routes to run.	It is above your usual office headcount: check that day's bench on Load Out.
Net per van	Amazon's vehicle money in, minus lease, insurance and repairs you paid, per van per month.	A van is negative for the month: decide whether it is downtime or dispatch, and act on it.

9. Common mistakes

MISTAKE	WHY IT HURTS	DO THIS INSTEAD
Reading profit weekly instead of daily.	By the time the week is read, the losing days cannot be changed.	Read yesterday every morning in Profit Projection.
Leaving days unlocked.	An unlocked day can keep moving, so last week's number drifts.	Lock each day once payroll and Work Summary are final.
Sending a rescue before the check-in.	It pays two drivers for one route and hides why the route was late.	Check in, call and work the problem first.
Calling in more backups than the day needs.	Every extra person on the clock is paid to wait.	Tell each backup before report time whether they are needed.
Logging late finishes you caused.	Drivers stop trusting the record, and the score stops meaning anything.	Leave out late finishes caused by rescues or extra work you gave the driver.
Ignoring the losing-vans list because the fleet total looks fine.	One losing van can cost you every month without moving the total.	Put a decision against every losing van, every month.

10. When to escalate

- A day loses money two days running: the owner goes through Load Out, rescues and overtime for both days with the dispatcher.
- People over stays high for a whole week: the manager reviews how backups are called and the needs set in Auto Schedule.
- The same driver keeps finishing late after coaching: the manager cuts their days and gives them to reliable drivers.
- A van loses money for a second month: the owner decides whether to repair it, dispatch it differently or return it.
- Payroll or routes do not match Work Summary: stop, fix Work Summary first, then import again.

11. Printable checklists

Print this page and pin it where the work happens. Tick each line and initial it. Keep the sheet with the day's records.

Every morning

Date or week of: ____________________ Checked by: ____________________

	TASK	DONE BY
☐	Roster and routes imported for today	
☐	Every route has one driver and one van	
☐	No Issues chips left	
☐	Nobody punched in without a route	
☐	Standby holds only the backups you chose to pay	
☐	Send Info sent	

During the shift

Date or week of: ____________________ Checked by: ____________________

	TASK	DONE BY
☐	Itineraries imported and the badge reads Current	
☐	Status sent to every driver on the road	
☐	Behind drivers checked in and called	
☐	Rescues sent only after the check-in, meet-up texted	
☐	Rescues closed when done	

Every day, in the office

Date or week of: ____________________ Checked by: ____________________

	TASK	DONE BY
☐	Late finishes logged, with the cause	
☐	Payroll imported and yesterday reads Actual	
☐	Profit and margin read, note posted	
☐	People over and overtime share checked	
☐	Day locked	

Every week

Date or week of: ____________________ Checked by: ____________________

	TASK	DONE BY
☐	Needs and rules checked in Auto Schedule	
☐	Excluded drivers reviewed	
☐	Run complete and skipped reasons read	
☐	Draft sent to Schedule	

Every month

Date or week of: ____________________ Checked by: ____________________

	TASK	DONE BY
☐	Insurance, lease and Amazon statements imported	
☐	No incomplete or provisional chips	
☐	Every losing van has a decision	
☐	Last month's decisions checked	

12. Terms used in this SOP

TERM	MEANING
DSP	Delivery Service Partner: the business that runs Amazon delivery routes with its own drivers and vans.
DA	Delivery Associate, the driver.
Wave	A group of routes that launch at the same time.
Standby	A driver paid to wait at the station to cover a gap.
On call	A driver who can be reached by phone but is not at the station.
Called out	The day's record of who is absent.
Rescue	Another driver takes over part of a route that is running behind.
RTS	Return to station, the end of the route.
Behind, Late RTS	Behind: the pace is below what the plan needs. Late RTS: the driver will not be back by the planned return time.
Itineraries file	The Amazon export that refreshes the On Road board.
Work Summary	Your confirmed daily record of routes, packages and rescues in Ultimate DSP. Amazon keeps its own work summary, which builds the invoice.
Over workforce	How many more people clocked in than there were routes to run.
Overtime share	Overtime pay as a share of all pay.
Standard, Event	A standard is a rule drivers are scored on. An event is one time it happened.

TERM	MEANING
Net per van	A van's Amazon money for the month, minus lease, insurance and repairs you paid.
Fleet (unallocated)	Money not tied to one van, kept outside every van's net.

13. Related SOPs

- Validate Amazon invoices: ultimatedsp.com/knowledge/validate-amazon-invoices
- Stop overtime early: ultimatedsp.com/knowledge/stop-overtime-early
- Vehicle management: ultimatedsp.com/knowledge/vehicle-management

About this SOP

Written by an Amazon DSP that runs these procedures every day, using the pages of Ultimate DSP. Amazon's program policies, your DSP agreement and the law come first: where they differ from this SOP, follow them. Page names and on-screen labels match Ultimate DSP as of September 2026. The latest version is online at ultimatedsp.com/knowledge/increase-profitability.