TIE DOWN AND LOAD SECUREMENT TRAINING
CARGO CONTROL & ACCESSORIES AGENDA

• Overview
• Terminology & Chain Grades
• U.S. Regulations & Standards
• How to Comply
• Top 10 Cargo Securement Violations
• Cargo Tie Downs – Applications & Calculations
• Cargo Control Products & Accessories
• Inspection Procedures
CARGO CONTROL OVERVIEW

- Breadth and depth of products to satisfy your chain and accessory needs
- Industry leader and innovator – many patented products
- Grade 70 chain stamped with Working Load Limit
- Customization to meet customer requirements
WHY DO WE SECURE LOADS?

• Prevent damage
• Protect the public
• Protect ourselves
• Comply with DOT regulations
BASIC TERMINOLOGY
BASIC TERMINOLOGY

CARGO SECUREMENT SYSTEM - means the method by which cargo is contained or secured and includes vehicle structures, securing devices and all components of the system.

WORKING LOAD LIMIT (WLL) – The “Working Load Limit” (rated capacity) is the maximum load, which at any time or under any condition should ever be applied to chain or sling components when the load is evenly applied in direct tension to an undamaged straight length of chain, strap or fittings.

PROOF TEST – The “Proof Test” (manufacturing test force) is a term designating the minimum tensile force which has been applied to a chain under constantly increasing force in direct tension during the manufacturing process. These loads are manufacturing integrity tests and shall not be used as criteria for service or design purposes.

MINIMUM BREAKING FORCE – The “Minimum Breaking Force” is the minimum force at which the chain during manufacture has been found by testing to break when a constantly increasing force is applied in direct tension. Breaking force values are not guarantees that all chain segments will endure these loads. This test is a manufacturer’s attribute acceptance test and shall not be used as a criteria for service or design purposes.

AGGREGATE WORKING LOAD LIMIT - The load securement system must be at least 50% of the weight of the cargo being secured. From the Federal Motor Carrier Safety Administration (FMCSA) Driver’s Handbook on Cargo Securement.
IMMOBILIZE - Doesn’t move at all. Testing shows almost impossible.

RESTRAIN - Most common way, means to “limit or hold back any movement.”

CONTAIN - Involves packaging, shipping containers, various shipping structures. Cargo can move freely within a space or zone, but can’t leave the space or zone. However, the container itself must be able to withstand the cargo’s movement.

ANCHOR POINT - Means the part of the structure, fitting or attachment on a vehicle or cargo to which a tie down is attached.

BRACING - Means a structure, device, or article placed against another structure, device or article to prevent tipping.

EDGE PROTECTOR - Means or device put on the exposed edge of an article of cargo:
   – To protect tie downs & article from damage
   – To distribute tie downs forces over a greater area
BASIC TERMINOLOGY

GRADE 100 ALLOY CHAIN: Premium quality, high(er) strength alloy chain, heat treated, used in a variety of sling and tie down applications. For overhead lifting applications, only alloy chain should be used.

GRADE 80 ALLOY CHAIN: Premium quality, high strength alloy chain, heat treated, used in a variety of sling and tie down applications. Only alloy chain should be used for overhead lifting applications.

P7 – GRADE 70 (Transport Tie Down or Binding Chain): A high-strength, light-weight carbon steel chain designed for load binding applications. Grade 70 is not for overhead lifting.

P4 – GRADE 43 (High Test Chain): This light-weight, higher carbon steel chain is significantly stronger than Grade 30, meaning that a lighter chain can often do similar work. Grade 43 is not for overhead lifting.

P3 – GRADE 30 (Proof Coil Chain): A low carbon steel general utility chain used great for many everyday applications. Grade 30 is not for overhead lifting.
GRADE 30 PROOF COIL CHAIN

- Carbon steel chain
- Self-colored, zinc or galvanized finishes
- General purpose chain used in a wide range of applications
- Available in 3/16” – 1”
- NOT TO BE USED FOR OVERHEAD LIFTING
GRADE 30 PROOF COIL CHAIN

- Trailer manufacturing
- Signs
- Playground equipment
- Hammocks
- Tailgate chains
- Hog/Dairy farm equipment
- NOT TO BE USED FOR OVERHEAD LIFTING
GRADE 43 HIGH TEST CHAIN

- High strength carbon steel chain
- Self-colored finish or galvanized
- Used in industry, construction, agriculture and logging
- Available in sizes 1/4” - 1”
- NOT TO BE USED FOR OVERHEAD LIFTING
GRADE 43 HIGH TEST CHAIN

- Farm equipment
- Ag farm equipment
- Livestock control
- Towing/logging
- Construction equipment
- NOT TO BE USED FOR OVERHEAD LIFTING
GRADE 70 TRANSPORT CHAIN

- High quality
- Heat-treated, high strength carbon steel
- Iridescent finish (yellow chromate)
- Used for load securement and OEM applications
- Available in sizes 1/4” – 5/8”
- NOT TO BE USED FOR OVERHEAD LIFTING
GRADE 70 TRANSPORT CHAIN

• High quality
• Heat-treated, high strength carbon steel
• Iridescent finish (yellow chromate)
• Used for load securement, tow chain, log chain
• Available in sizes 1/4” – 5/8”
• Not to be used for overhead lifting

Made in USA G70 Chain
5/16”, 3/8” & 1/2” WLL and date code stamped every 10 links
ALLOY CHAIN

• Heat-treated alloy steel
• Highest strength to weight ratio
• Recommended for overhead lifting
• Grade 80 (9/32” - 1-1/4”)
  – embossed “P8” every 8-12 links
• Grade 100 (9/32” - 1”)
  – embossed “P10” every 10 links
U.S. REGULATIONS & STANDARDS

- FMCSA- Federal Motor Carriers Safety Association
- 49 CFR Parts 392 & 393
- DOT-Department of Transportation
- State DOT
- CVSA – Commercial Vehicle Safety Alliance
- SAE J684 Trailer Couplings, Hitches, and Safety Chains
- ANSI/ASAE S338.5 – Field Equipment for Agriculture – Safety Chain for Towed Equipment
- WSTDA – Web Sling & Tie Down Association
  - Recommended Standard for Synthetic Web Tie Downs (T-1)
  - Recommended Standard for Load Binders Used with Chain Tie Downs (T-6)
- TTMA- Truck & Trailer Mfg Association
- NATM- National Association of Trailer Mfg
- NACM- National Association of Chain Mfg
§ 393.100 Which types of commercial motor vehicles are subject to the cargo securement standards of this subpart, and what general requirements apply?

(a) Applicability. The rules in this subpart are applicable to trucks, truck tractors, semitrailers, full trailers, and pole trailers.

(b) Prevention against loss of load. Each commercial motor vehicle must, when transporting cargo on public roads, be loaded and equipped, and the cargo secured, in accordance with this subpart to prevent the cargo from leaking, spilling, blowing or falling from the motor vehicle.

(c) Prevention against shifting of load. Cargo must be contained, immobilized or secured in accordance with this subpart to prevent shifting upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected.
The forces shown are what a vehicle is likely to be subject to and so the method used to secure cargo, must be able to withstand those forces: driving habits, road conditions, weather, any unforeseen possibilities.

To avoid the complexity of G-force calculations, the industry distinguishes the type of cargo, cargo weight, and tie down system working load limit to determine the number of tie downs.
INSPECTION CARGO & TIE DOWN CHAINS

• Cargo Inspection Intervals (A MUST FOR COMPLIANCE)
  – Before taking the vehicle on the road
  – Within 50 miles from the start of trip
  – At regular intervals based on whichever occurs first:
    • Every 150 miles
    • Every 3 hours of driving
    • Each duty status change
LOAD SPECIFIC APPLICATIONS

The Standard sets forth specific securement requirements for certain loads. When transporting these commodities, you must use the specific requirements for that commodity:

- Logs
- Dressed Lumber and Similar Building Products
- Metal Coils
- Paper Rolls
- Concrete Pipe Loaded Crosswise on a Platform Vehicle
- Intermodal containers
- Automobiles, Light Trucks, and Vans
- Heavy Vehicles, Equipment, and Machinery
- Flattened or Crushed Vehicles
- Roll-on/Roll-off and Hook-Lift Containers
- Large Boulders
CALCULATE DOT MINIMUMS

The length of your cargo determines the number of tie downs:
• 5 feet or less 1,100 pounds or less = 1 tie down
• Over 1,100 pounds but 5 feet or less = 2 tie downs
• 5-10 feet = 2 tie downs
• Longer than 10 feet = 2 + 1 for every additional 10 feet or fraction thereof.

- Example: Load is 51' long
  • How many devices are needed?
  • Add “2” to the first number in the load length
CALCULATE DOT MINIMUMS

1 securement device for every 10' of length
- Example: Load is 51' long
  - How many devices are needed?
  - Add “2” to the first number in the load length
  - 5+2= 7 devices needed

5+2 = 7 devices needed
51 feet
What if the load is multiple pieces?
The second stack is considered as the first piece on the trailer.
# TOP 10 CARGO SECUREMENT VIOLATIONS

<table>
<thead>
<tr>
<th>Rank</th>
<th>Violation Code</th>
<th>Violation Description</th>
<th>% of OOS Cargo Violations</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>392.9A2</td>
<td>Failing To Secure Vehicle Equipment</td>
<td>14%</td>
<td>Securement of equipment pertaining to the vehicle.</td>
</tr>
<tr>
<td>2</td>
<td>393.100A</td>
<td>Failing To Load/Equip Vehicle To Prevent Load Shifting/Falling</td>
<td>12%</td>
<td>General cargo securement</td>
</tr>
<tr>
<td>3</td>
<td>393.100B</td>
<td>Leaking/Spilling/Blowing/Falling Cargo</td>
<td>10%</td>
<td>Prevention of loss of load</td>
</tr>
<tr>
<td>4</td>
<td>393.110B</td>
<td>Insufficient Tie Downs; Without Headerboard/Blocking</td>
<td>8%</td>
<td>Insufficient tie downs.</td>
</tr>
<tr>
<td>5</td>
<td>392.9A</td>
<td>Failing To Secure Load</td>
<td>7%</td>
<td>Securement of equipment pertaining to the vehicle.</td>
</tr>
<tr>
<td>6</td>
<td>393.104F3</td>
<td>Loose/Unfastened Tie Down</td>
<td>6%</td>
<td>Loose tie down</td>
</tr>
<tr>
<td>7</td>
<td>393.130</td>
<td>No/Improper Heavy Vehicle/Machine Securement</td>
<td>5%</td>
<td>Heavy equipment cargo securement</td>
</tr>
<tr>
<td>8</td>
<td>393.104B</td>
<td>Damaged Securement System/Tie Downs</td>
<td>5%</td>
<td>Damaged tie downs</td>
</tr>
<tr>
<td>9</td>
<td>392.9A1</td>
<td>Failing To Secure Cargo</td>
<td>4%</td>
<td>Load distribution and securement</td>
</tr>
<tr>
<td>10</td>
<td>392.9</td>
<td>Driver Load Secure</td>
<td>3%</td>
<td>Broad category pertaining to inspection of cargo systems.</td>
</tr>
</tbody>
</table>
CARGO TIE DOWNS
APPLICATIONS & CALCULATIONS

• Chain
• Web straps or synthetic
• Rope, natural or synthetic
• Wire rope or cable
• Steel strapping
# TIE DOWN CHAIN AND LOADBINDER SPECIFICATIONS

<table>
<thead>
<tr>
<th>CHAIN GRADE</th>
<th>CHAIN SIZE INCHES</th>
<th>WORKING LOAD LIMIT (WLL)</th>
<th>Net weight of cargo to be secured in Lbs. (kg.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CHAIN SIZE MM</td>
<td>LBS.</td>
<td>KG.</td>
</tr>
<tr>
<td>ALLOY G100</td>
<td>9/32</td>
<td>4,300</td>
<td>1,950</td>
</tr>
<tr>
<td></td>
<td>5/16</td>
<td>5,700</td>
<td>2,600</td>
</tr>
<tr>
<td></td>
<td>3/8</td>
<td>8,800</td>
<td>4,000</td>
</tr>
<tr>
<td></td>
<td>1/2</td>
<td>15,000</td>
<td>6,800</td>
</tr>
<tr>
<td></td>
<td>5/8</td>
<td>22,600</td>
<td>10,300</td>
</tr>
<tr>
<td>ALLOY G80</td>
<td>9/32</td>
<td>3,500</td>
<td>1,570</td>
</tr>
<tr>
<td></td>
<td>5/16</td>
<td>4,500</td>
<td>2,000</td>
</tr>
<tr>
<td></td>
<td>3/8</td>
<td>7,100</td>
<td>3,200</td>
</tr>
<tr>
<td></td>
<td>1/2</td>
<td>12,000</td>
<td>5,400</td>
</tr>
<tr>
<td></td>
<td>5/8</td>
<td>18,100</td>
<td>8,200</td>
</tr>
<tr>
<td>TRANSPORT G70</td>
<td>1/4</td>
<td>3,150</td>
<td>1,430</td>
</tr>
<tr>
<td></td>
<td>5/16</td>
<td>4,700</td>
<td>2,130</td>
</tr>
<tr>
<td></td>
<td>3/8</td>
<td>6,600</td>
<td>2,990</td>
</tr>
<tr>
<td></td>
<td>1/2</td>
<td>11,300</td>
<td>5,130</td>
</tr>
<tr>
<td></td>
<td>5/8</td>
<td>15,800</td>
<td>7,170</td>
</tr>
<tr>
<td>HIGH TEST G43</td>
<td>1/4</td>
<td>2,600</td>
<td>1,180</td>
</tr>
<tr>
<td></td>
<td>5/16</td>
<td>3,900</td>
<td>1,770</td>
</tr>
<tr>
<td></td>
<td>3/8</td>
<td>5,400</td>
<td>2,450</td>
</tr>
<tr>
<td></td>
<td>1/2</td>
<td>9,200</td>
<td>4,170</td>
</tr>
</tbody>
</table>
1. INDIRECT TIE DOWN

- Do not attach to cargo
- Create force on an object to “restrain” it against the vehicle
- Must be kept tight to do their job
- Don’t lose or gain tension when an article tried to move
- Rely on friction to do their job and they must be tight to do their job

**ALERT:** EVERY TIE DOWN MUST HAVE A WAY FOR A DRIVER TO TIGHTEN & RETIGHTEN IT AND SOME MEANS TO PREVENT IT FROM BECOMING UNFASTENED WHILE THE VEHICLE IS ON THE HIGHWAY. THIS IS KNOWN AS A “SECONDARY LOCK.”
2. DIRECT TIE DOWNs

• One end is attached to the vehicle and the other end is attached to the cargo
• Can be positioned between an article and vehicle structure
• Can be positioned around an article and attached back to the same side of the vehicle
• Don’t need to be tight to do their job
• Become weaker if they are over tightened
• Increase or decrease in tension when article tries to move
CALCULATING THE MINIMUM NUMBER OF TIE DOWNS TO USE

Direct Securement = \( \frac{\text{Weight of load}}{\text{WLL}} \)

Indirect Securement = \( \frac{\text{Direct Securement}}{2} \)

Similar to load length multiples of 10 feet, you must always round your tie down decimal point up (4.1 would round up to 5).
Example: Wheeled cargo weighs 28,750 lbs.

- Apply 5/16” G70 chain, how many direct tie downs?
- Apply 3/8” G70 chain, how many direct tie downs?
  - $28,750 / 4,700 = 6.11 = 7$ of the 5/16” G70 chain direct attach
  - $28,750 / 6,600 = 4.35 = 5$ of the 3/8” G70 chain direct attach
- Where to place securement?
  - Any DOT required securement methods?
  - Load is Commodity Specific – on wheels > 10,000 lbs.
FMCSA CALCULATION METHOD

Aggregate Working Load Limit = \( \frac{\text{Total cargo weight}}{2} \)

The aggregate working load limit of any securement system must be at least 50% of the weight of the cargo being secured.

Minimum # of load binders = \( \frac{\text{Aggregate WLL}}{\text{Tie down WLL}} \)

- Note that you must always round your tie down decimal point up (4.1 would round up to 5).
- Note that total # of tie downs by length requirement must also be met.
CHAIN EXAMPLES: 5/16” G70 (4700 WLL) – 3/8” G70 (6600 WLL)

Aggregate Tie Down WLL = \( \frac{\text{Total cargo weight}}{2} \)

Minimum # of Load Binders = \( \frac{\text{Aggregate WLL}}{\text{Tie down WLL}} \)

* Note that total # of tie downs by length requirement must also be met.

Example: 42,000 Lb Steel Bars x 40 Ft

- 3/8” G70 Weight Calculation: \( \frac{42,000}{2} \div 6,600 = 3.2 \) tie downs = round up to 4 tie downs.

- 5/16” G70 Weight Calculation: \( \frac{42,000}{2} \div 4,700 = 4.5 \) tie downs = round up to 5 tie downs.

Length Calculation: Greater than 5’ = 2 tie downs. Add another tie down if greater than 10’ and for each 10’ after that = 5 tie downs.

Answer = 5 tie downs due to length calculation, can use 5/16” or 3/8”.

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The effectiveness of direct and indirect tie downs depends on their angle. Indirect tie downs are more effective at steeper angles. Direct tie downs are more effective at low angles.

<table>
<thead>
<tr>
<th>Angle</th>
<th>Effect</th>
<th>Angle</th>
<th>Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>90°</td>
<td>100%</td>
<td>60°</td>
<td>50%</td>
</tr>
<tr>
<td>60°</td>
<td>85%</td>
<td>45°</td>
<td>70%</td>
</tr>
<tr>
<td>45°</td>
<td>70%</td>
<td>30°</td>
<td>86%</td>
</tr>
<tr>
<td>30°</td>
<td>50%</td>
<td>25°</td>
<td>90%</td>
</tr>
<tr>
<td>15°</td>
<td>25%</td>
<td>0°</td>
<td>100%</td>
</tr>
</tbody>
</table>
DIRECT TIE DOWNS & CORRECT USE

- Work best at low angles
- Angles of 25 degrees or less are ideal
- The direct tie down will have 90% of its strength at this angle
- As tie downs become steeper in angle the tie down strength drops
- A direct tie down at a 60 degree angle will have less than 50% of its strength
- In addition to reduction in strength, steeper angles also allow more cargo movement
ANGLES & INDIRECT TIE DOWNS

**ALERT:** AS A GENERAL RULE, THE ANGLE OF AN INDIRECT TIE DOWN SHOULD ALWAYS BE AT LEAST 30 DEGREES
PRODUCTS
CARGO CONTROL
### Grade 70 Binder Chain Assemblies

<table>
<thead>
<tr>
<th>Length x Diameter</th>
<th>Hook Type</th>
<th>Made in USA</th>
<th>S/N</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/16&quot; x 16' G70 Assembly w/ self colored Clevis Grab Hooks</td>
<td>5261163</td>
<td>Made in USA</td>
<td>25/Drum</td>
<td>4,700</td>
<td></td>
</tr>
<tr>
<td>5/16&quot; x 20' G70 Assembly w/ self colored Clevis Grab Hooks</td>
<td>5261363</td>
<td>Made in USA</td>
<td>25/Drum</td>
<td>4,700</td>
<td></td>
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<td>5/16&quot; x 25' G70 Assembly w/ self colored Clevis Grab Hooks</td>
<td>5261463</td>
<td>Made in USA</td>
<td>25/Drum</td>
<td>4,700</td>
<td></td>
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<tr>
<td>3/8&quot; x 16' G70 Assembly w/ self colored Clevis Grab Hooks</td>
<td>5262163</td>
<td>Made in USA</td>
<td>25/Drum</td>
<td>6,600</td>
<td></td>
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<tr>
<td>3/8&quot; x 20' G70 Assembly w/ self colored Clevis Grab Hooks</td>
<td>5262363</td>
<td>Made in USA</td>
<td>25/Drum</td>
<td>6,600</td>
<td></td>
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<tr>
<td>3/8&quot; x 25' G70 Assembly w/ self colored Clevis Grab Hooks</td>
<td>5262463</td>
<td>Made in USA</td>
<td>20/Drum</td>
<td>6,600</td>
<td></td>
</tr>
<tr>
<td>1/2&quot; x 20' G70 Assembly w/ self colored Clevis Grab Hooks</td>
<td>8605182</td>
<td>Made in USA</td>
<td>10/Drum</td>
<td>11,300</td>
<td></td>
</tr>
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</table>

### Grade 70 Binder Chain Assemblies - Import Short Link

<table>
<thead>
<tr>
<th>Length x Diameter</th>
<th>Hook Type</th>
<th>S/N</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/16&quot; x 16' S-7 Assembly w/ Clevis Grab Hooks</td>
<td>H3226-5120</td>
<td>30/Drum</td>
<td>4,700</td>
<td></td>
</tr>
<tr>
<td>5/16&quot; x 20' S-7 Assembly w/ Clevis Grab Hooks</td>
<td>H3226-5220</td>
<td>25/Drum</td>
<td>4,700</td>
<td></td>
</tr>
<tr>
<td>5/16&quot; x 25' S-7 Assembly w/ Clevis Grab Hooks</td>
<td>H3226-5320</td>
<td>20/Drum</td>
<td>4,700</td>
<td></td>
</tr>
<tr>
<td>3/8&quot; x 16' S-7 Assembly w/ Clevis Grab Hooks</td>
<td>H3226-5520</td>
<td>20/Drum</td>
<td>6,600</td>
<td></td>
</tr>
<tr>
<td>3/8&quot; x 20' S-7 Assembly w/ Clevis Grab Hooks</td>
<td>H3226-5620</td>
<td>20/Drum</td>
<td>6,600</td>
<td></td>
</tr>
<tr>
<td>3/8&quot; x 25' S-7 Assembly w/ Clevis Grab Hooks</td>
<td>H3226-5820</td>
<td>15/Drum</td>
<td>6,600</td>
<td></td>
</tr>
<tr>
<td>1/2&quot; x 20' G70 S-7 Assembly w/ Clevis Grab Hooks</td>
<td>H3226-6220</td>
<td>10/Drum</td>
<td>11,300</td>
<td></td>
</tr>
</tbody>
</table>

### Grade 70 Binder Chain Assemblies - Import Long Link

<table>
<thead>
<tr>
<th>Length x Diameter</th>
<th>Hook Type</th>
<th>S/N</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/16&quot; x 20' NACM S-7 Assembly w/ Clevis Grab Hooks</td>
<td>H3275-5220</td>
<td>25/Drum</td>
<td>4,700</td>
<td></td>
</tr>
<tr>
<td>3/8&quot; x 20' NACM S-7 Assembly w/ Clevis Grab Hooks</td>
<td>H3275-5620</td>
<td>20/Drum</td>
<td>6,600</td>
<td></td>
</tr>
</tbody>
</table>

*Stamp USA P7 on the back of every link of USA made chain.*

*Working Load Limit (WLL) is stamped every 10 links.*
QuikBinder®

• Easier to install
• Higher working load limits, for Grade 70 or T-80
• 3-Position Pawl w/ Neutral position
• Vinyl Coated Barrel for strong comfortable grip
• Locking provision, hooks pinned in for safety
• Tested to 75% of working capacity
• Meets all DOT / CVSA / CCMTA requirements
• Three sizes to choose from:

<table>
<thead>
<tr>
<th>Stock #</th>
<th>Chain Grade and Size (in.)</th>
<th>Working Load Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>G70</td>
<td>G80</td>
</tr>
<tr>
<td>H5125-0958</td>
<td>1/2 &amp; 5/8</td>
<td>1/2 &amp; 5/8</td>
</tr>
</tbody>
</table>
## FEATURES AND BENEFITS

<table>
<thead>
<tr>
<th></th>
<th>Ancra Standard Ratchet Binder 5/16&quot; G70 - 3/8&quot; G43</th>
<th>Peerless QuikBinder™ H5125-0658 5/16&quot; - 3/8&quot; G70 &amp; T80</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Working Load Limit</strong></td>
<td>5,400 lbs (2,449.4 kgs)</td>
<td>7,100 lbs (3,220.5 kgs)</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td>10.4 lbs (4.7 kgs)</td>
<td>11.0 lbs (4.99 kgs)</td>
</tr>
<tr>
<td><strong>Design Factor</strong></td>
<td>3.5:1 or 18,900 lbs (8,572.9 kgs)</td>
<td>4:1 or 28,400 lbs (12,882.0 kgs)</td>
</tr>
<tr>
<td><strong>Capabilities</strong></td>
<td>5/16&quot; G70 up to 3/8&quot; G43</td>
<td>5/16&quot; - 3/8&quot; G70 &amp; T80</td>
</tr>
<tr>
<td><strong>Features and Benefits</strong></td>
<td>Standard</td>
<td>3-Position Pawl with Neutral Position, Locking Provision, and Vinyl coated barrel for strong comfortable grip</td>
</tr>
<tr>
<td><strong>Testing</strong></td>
<td>Tested to 50% of Working Capacity</td>
<td>Tested to 75% of Working Capacity</td>
</tr>
<tr>
<td><strong>Warranty</strong></td>
<td>90 days from shipment</td>
<td>1 year Material and Workmanship</td>
</tr>
</tbody>
</table>
RATCHET BINDER PLUS

- Higher working load limits, for Grade 70 or T-80
- Tested to 75% of working capacity
- Meets all DOT / CVSA / CCMTA requirements
- Three sizes to choose from:

<table>
<thead>
<tr>
<th>Stock #</th>
<th>Chain Grade and Size (in.)</th>
<th>Working Load Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>G70</td>
<td>G80</td>
</tr>
<tr>
<td>H5121-4458</td>
<td>1/2 &amp; 5/8</td>
<td>1/2 &amp; 5/8</td>
</tr>
</tbody>
</table>
STANDARD RATCHET LOAD BINDER

- H5123-4052 ~ 3,900 Lb. WLL 1/4” G-70 or 5/16” G-43
- H5123-4152 ~ 5,400 Lb. WLL 5/16” G-70 or 3/8” G-43
- H5123-4252 ~ 9,200 Lb. WLL 3/8” G-70 or 1/2” G-43
- H5123-4452 ~ 13,000 Lb. 1/2” G-70 or 5/8” G-43
ProLok66™

- Built in knurled adjustable nut
- Full 2” adjustment for optimum link location
- Built in safety latch in handle to keep handle in the closed position
- Easy thumb release lever has no loose parts to misplace
- Upgraded working Load Limit of 6,600 lbs for use with G70 5/16” & G70 3/8” Chain

The Ultimate Ease and Versatility in a Lever Load Binder

H5025-0652, 5/16 or 3/8 G70 6,600lb WLL
SAFETY RELEASE LEVER LOAD BINDER ANTI KICKBACK

- H5250-0658 ~ 6,600 Lb. WLL
  5/16” or 3/8” G-70

DOUBLE SWIVEL LEVER LOAD BINDER

- H5023-4152 ~ 5,400 Lb. WLL
  5/16” G-70 or 3/8 G-43

- H5023-4252 ~ 9,200 Lb. WLL
  3/8” G-70 or 1/2” G-43

- H5023-4452 ~ 13,000 Lb. WLL
  1/2” G-70 or 5/8” G-43
LEVER LOAD BINDERS
Additional Information

• Lever Load Binders are a legacy cargo securement product.
• Ratchet Load Binders offer enhanced safety and usability.
• OSHA documents load binder injures, primarily Lever Load Binders used in combination with a cheater bar.
• Examples of the lever load binder injuries:
  – Cheater bar slipped off lever, slipped onto open binder. Result: Loss of eye.
  – Lost grip on cheater bar, striking her in the head and face. Result: Hospitalized for fractured jaw and nose.
appropriate Grade Coupling links and Clevis links are the only acceptable repair method for transport chain.

**CAUTION:** Chain and component assemblies should be rated according to the working load limit of the weakest component. Care should be taken to select attachments of the same type, grade, size, and working load limit.
**SmartBar™**

*The most versatile loadlock on the market!*

- The SCC Smartbar™ is designed for use in trailers with flexible walls. The feet have extra cushioning to compensate for the flex of some trailers.
- Up to 20% more holding power than conventional loadlocks
- Adjusts continuously from 48" – 108". Securement range from small truck bed to full high cube trailer width.
- Optional E-track attachment (#CC5015), it can easily be adapted for use in A & E track, doubling the front to back holding power.

**SecureBar**

*A versatile loadlock for light truck & passenger vehicles!*

- Durable square tubing provides added strength. It is versatile and can be used in pickups, SUV’s, vans and passenger cars. The soft rubber feet provide excellent grip and won’t mar surfaces.
- Adjusts continuously from 44” to 78”
- Easy operation – Positive locking lever action and quick thumb release
- Zinc Plated for maximum rust protection

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E-track adapter kit & Replacement parts
• Ratchets are now standard with wide handles
• Premium yellow polyester webbing for maximum durability
WINCHES, WINCH BARDS, & CARGO GUARD

- Meet all DOT, CVSA and the CCMTA requirements
- For use with 2”, 3” & 4” webbing

CC5515  Combination winch bar black finish
CC5516  Combination winch bar chrome
CC5506  Standard winch bar chrome
CC5505  Standard winch bar black finish

CC5965  Portable Winch
CC5850  Standard Bottom Mount

4” Rubber protector
CC5634

4” Plastic Corner
CC5680

CargoGuard™
For 2” & 4” straps
CC5682
INSPECTION PROCEDURES

Inspect For:

A. Worn links
B. Bent Links
C. Gouged Links
D. Stretched Links
CHAIN TIE DOWN INSPECTION

Only properly rated clevis links can be used to repair or join chains.
US DOT AND THE CVSA

Criteria for placing vehicles out of service at roadside inspections

A vehicle will be placed out of service if 25% or more of its tie downs are loose, missing, or defective. Synthetic web tie downs shall be removed from service if any of the following are visible:
THANK YOU!

For more load securement training options, email:
jlonsky@ccsharrow.com