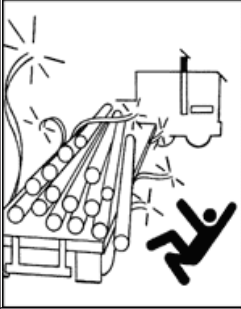


super
 20 YEARS of slings inc.
 Secure Solutions

**TIE DOWN
 WEB ASSEMBLIES**



	Sling Protection
	Web Slings
	Round Slings
	Synthetic Chain Slings
	Wire Rope Slings
	Chain Slings
	Shackles & Turnbuckles
	Hooks & Links
	Lifting Points
	Hoists & Blocks
	Lifting Devices
	Pipe & Hose Restraints
Tie Down Assemblies	
Tie Down Accessories	
Towing & Recovery	
Rope & Cordage	



WARNING!

This bulletin contains important safety information about the use of tie downs. However, it **DOES NOT** contain all the information you need to know about handling, manipulating and securing materials and cargo safely. It is your responsibility to use tie downs safely and to consider all risk factors prior to using any tie down system. Failure to do this may result in severe **INJURY** or **DEATH** due to tie down failure and/or loss of cargo.

The following six points briefly summarize some important safety issues:

- 1 All users must be trained** in tie down selection, use and inspection, cautions to personnel, environmental effects, all applicable standards, regulations and tie down practices.
- 2 Inspect tie down** for damage before each use, if the tie down is damaged, remove it from service.
- 3 Protect tie down from damage.** ALWAYS protect tie downs in contact with edges, corners, protrusions, or abrasive surfaces with materials of sufficient strength, thickness and construction to prevent damage.
- 4 Do not exceed the working load limit of the tie down;** taking into account the tie down, the load, the vehicle anchor points, tie down configuration and angle, etc.
- 5 Be alert when securing cargo.** Users must remain alert to hazards when securing cargo.
- 6 Maintain and store tie downs properly.** Tie downs should be protected from mechanical, chemical and environmental damage.

1. All Tie Down Users Must be Trained and Knowledgeable

All tie down users must be trained on the proper use of tie downs, including tie down selection and inspection, cautions to personnel and environmental effects. The Web Sling & Tie Down Association (WSTDA) defines a "qualified person" as one:

"who by possession of a recognized degree, certificate of professional standing or by extensive knowledge, training and experience has successfully demonstrated the ability to solve or resolve problems related to the subjectmatter and work." (WSTDA T-1, page 2)

It is important that all tie down users be knowledgeable about the safe and proper use and application of tie downs and loading practices and be thoroughly familiar with the manufacturer's recommendations and safety materials provided with each product. In addition, all tie down users must be aware of their responsibilities as outlined in all applicable federal, state, provincial and local regulations and industry standards. If you are unsure whether you are properly trained and knowledgeable, or if you are unsure of what the standards and regulations require of you, ask your employer for information and/or training—**DO NOT** use tie downs until you are absolutely sure of what you are doing. Remember, when it comes to using tie downs, lack of skill, knowledge and care can result in severe **INJURY** or **DEATH** to you and others.

2. Tie Downs Must Be Regularly and Properly Inspected

Even seemingly "minor" damage to a tie down can significantly reduce its capacity to hold objects and increases the chance that the tie down will fail during use. Therefore, it is very important that tie downs are regularly and properly inspected. In reality, there simply is no such thing as "minor" damage. If you are not sure whether a tie down is damaged, **DO NOT USE IT.**

2a. How to inspect tie downs

To detect possible damage, you should perform a visual inspection of the entire tie down. You should look for any of the types of conditions listed in Table 1. Table 2 shows examples of some of these types of damage, but note that they are relatively extreme examples provided for illustration purposes only.

2b. What to do if you identify damage in a tie down

If you identify ANY of these types of damage in a tie down, even if the damage is not as extensive as shown in the pictures in Table 2. Tie downs that are removed from service must be destroyed and rendered completely unusable, as no repairs of tie down webbing, fittings, buckles or stitching/sew patterns shall be permitted. Synthetic web tie downs may be re-webbed using existing hardware if the tie down manufacturer determines the hardware is reusable. All re-webbed tie downs utilizing used hardware shall be proof tested to 150% of the WLL and certified. You should never ignore tie down damage or attempt to perform temporary field repairs of damaged tie downs (e.g., tie knots in the webbing, etc.). **A three-stage procedure** is recommended to help ensure that tie downs are inspected with appropriate frequency.

Initial Inspection - Whenever a tie down is initially received it must be inspected by a designated person to help ensure that the correct tie down has been received and is undamaged, and that the tie down meets applicable requirements for its intended use

Frequent Inspection - Tie downs should be inspected by the person handling/using the tie down before every use.

Periodic Inspection - Every tie down should be inspected "periodically" by a qualified and designated person. The frequency of periodic inspections is based on the tie down's frequency of use, severity of service conditions, and experience gained during the inspection of other tie downs used in similar circumstances.

Tie down users should establish written inspection records to be kept on file.

Table 1. Tie down removal from service criteria

The **entire tie down must be inspected** before each use and it shall be **removed from service** if ANY of the following are detected:

- If tie down identification tag is missing or not readable.
- Holes, tears, cuts, snags or embedded materials.
- Broken or worn stitches in the load bearing splices.
- Knots in any part of the webbing.
- Acid or alkali burns.
- Melting, charring or weld spatters on any part of the webbing.
- Excessive abrasive wear or crushed webbing.
- Signs of ultraviolet (UV) light degradation.
- Distortion, excessive pitting, corrosion or other
- damage to buckles or end fitting(s).
- Any conditions which cause doubt as to the strength of the tiedown.

3. Tie Downs Must be Adequately Protected From Damage

3a. Avoid environmental degradation

Environmental factors such as an exposure to sunlight, dirt or gritty-type matter and cyclical changes in temperature and humidity, can result in an accelerated deterioration of tie downs. The rate of this deterioration will vary with the level of exposure to these conditions and with the thickness of the tie down webbing. Tie downs that are used outdoors regularly should generally be permanently removed from service within a period of 2 to 4 years. All tie downs that are exposed to these conditions should be highly scrutinized during their inspections. Visible indications of such deterioration can include the following:

- Fading of webbing color.
- Uneven or disoriented surface yarn of the webbing.
- Shortening of the tie down length.
- Reduction in elasticity and strength of the tie down material due to an exposure to sunlight, often evident by an accelerated abrasive damage to the surface yarn of the tie down.
- Breakage or damage to yarn fibers, often evident by a fuzzy appearance of the web.
- Stiffening of the web, which can become particularly evident when tie downs are exposed to outdoor conditions without being used or cyclically tensioned.

3b. Avoid actions that cause damage to tie downs

You should always avoid any action that causes the types of damage identified in the previous section of this Safety Bulletin, including (but not limited to):

- Dragging tie downs on the ground, floor or over abrasive surfaces.
- Pulling tie downs from under cargo when the cargo is resting on the tie down—place blocks under cargo if feasible.
- Shortening or adjusting tie down using methods not approved by the tie down manufacturer or qualified person.
- Twisting, kinking or knotting the tie down.
- Exposing tie downs to damaging acids or alkalis.
- Using tie downs or allowing exposure to temperatures above 194°F (90°C) or below -40°F (-40°C).
- Using the tie down with hardware that has edges or surfaces that could damage the tie down.
- Running/driving over tie downs with a vehicle or other equipment.

Tie downs are affected by some chemicals ranging from little to total degradation. Time, temperature and concentration factors affect the degradation. For specific applications, consult the manufacturer. In addition, water absorption can decrease a nylon tie down's strength by as much as 10–15% (its strength returns when the tie down dries completely). Consult a tie down manufacturer for specific application loss factors.

3c. Safeguard tie downs using protection

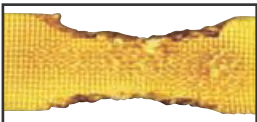


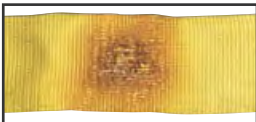



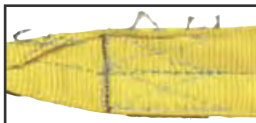

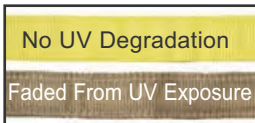
Synthetic tie downs can be damaged, abraded or cut as tension and compression between the tie down, the connection points and the cargo develops. Surfaces in contact with the tie down do not have to be very abrasive or have "razor" sharp edges in order to create the conditions for tie down failure. Therefore, **tie downs must ALWAYS be protected from being cut or damaged by corners, edges, protrusions or abrasive surfaces with protection sufficient for the intended purpose**

There are a variety of types of ways to protect tie downs from such damage. A qualified person might select and use appropriate engineered protectors/softeners—commercially available products (e.g., sleeves, wear pads, edge wraps, body wraps, corner protectors, etc.) specifically designed to protect tie downs from damage. A qualified person might also design and construct their own methods of protection so long as the tie down is adequately protected from and/or kept off of the damaging edge surface.

Regardless of the particular method chosen, the goal is to ensure that the tie down, under tension, maintains its ability to secure a load while avoiding contact with damaging or abrasive surfaces. A qualified person must carefully consider the most appropriate means to accomplish this goal. The protection used should not be makeshift (i.e., selecting and using cardboard, work gloves or other such items based solely on convenience or availability).

Regardless of the approach taken, a qualified person must ensure that the protection method chosen is appropriate for the types of damage to which the tie downs will be exposed. For instance, some protection provides abrasion resistance but offers virtually no protection against cuts. Several "tests", done in a non-consequence setting, may be necessary to determine the suitability of the protection device(s). After each "test", the protection device(s) and tie down(s) need to be inspected for damage and suitability. You should also keep in mind that no protection is "cut proof" and you should always operate within the specified limits of the tie down and its accessories (e.g., fixtures, hardware, protection, etc.).

Table 2. Type of damage you should look for in tie downs

				
Acid/Alkali burns	Cuts or tears	Snags	Melting or charring	Excessive abrasive wear
				
Embedded materials	Knots	Broken/worn stitches	Crushed webbing	UV degradation No UV Degradation Faded From UV Exposure

Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Web Assemblies
Accessories
Towing & Recovery
Rope & Cordage

4. Always Use Tie Downs Properly

When using tie downs to secure cargo, a trained, qualified and knowledgeable user must take into account the factors and issues addressed in this bulletin, as well as considering any other relevant factors that may be appropriate. Among the factors related specifically to tie downs, users must perform several activities, including (but not limited to):

4a. Assess the cargo

Consider the nature, shape, weight of the cargo and the potential dynamic (G) forces that might be exerted on the cargo and the direction cargo may shift (forward, backward and sideways).

4b. Use an appropriate tie down system

Users must determine the number and location of tie downs required and select a suitable tie down (or set of tie downs) for the type of cargo, environment and the vehicle's anchor points. Users must identify the working load limit of the tie down(s) and the vehicle's anchor points. Tie down fittings must be the proper type, size and shape to attach properly to vehicle anchor points. Consult the manufacturer's tag and/or other materials to determine the reduction in working load limit due to tie down configuration and angle. The effective downward pressure on a load will be reduced when the angle from the horizontal (tie down to trailer) is less than 90° (see Table 3 for the reduction in the effective downward pressure due to tie down angle).

4c. Do not misuse tie downs

Use tie downs for securing cargo only. NEVER use a tie down for towing purposes. NEVER use a tie down for lifting, lowering, or suspending objects.

5. Make Sure All Personnel are Clear of Cargo and Alert to Risks

Even if you account for all of the factors/issues discussed in this Safety Bulletin, things can still go wrong. Therefore, all personnel must be alert to potential risks associated with the use of tie downs.

The cargo must be securely blocked and stabilized before applying tension to or releasing the tie downs. Be especially careful when releasing tie downs, as cargo may have shifted (even slightly) during transport and could move or fall dangerously when tie downs are released—have a plan to be able to get out of the way if this should occur.

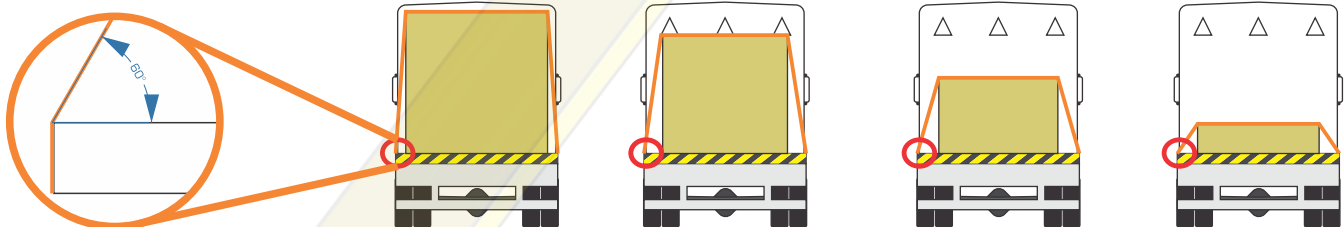
Users must secure their footing before using tie downs to prevent slipping or falling. Also, users must be alert to hazards resulting from tossing assemblies over the cargo.

6. Properly Store and Maintain Tie Downs

In order to prevent damage to tie downs, they should be stored in a cool, dry and dark location. Tie downs should also be stored in an area free from environmental or mechanical sources of damage, such as: weld spatter, splinters from grinding or machining, heat sources, chemical exposure, etc.

Tie downs should be kept clean and free of dirt, grime and foreign materials. Mild soap and water can be used to clean tie downs, but be sure to let the tie down dry completely before placing back in storage or use.

Table 3. Reduction in effective downward pressure as a result of tie down angle



Angle	90°	60°	45°	30°
Effective Downward Pressure	100%	86.6%	70.7%	50%

Where to Find Additional Information

This bulletin does not provide you with all the information you need to know in order to be considered trained and knowledgeable about securing cargo and using tie downs, but it does provide important information about the use of tie downs. If you need more information about tie downs or your responsibilities according to regulations and standards, talk to your employer. You and your employer can consult a number of sources of information to help ensure that you are properly knowledgeable and trained when using tie downs, including (but not limited to):

- WSTDA-T-1—Recommended Standard Specification for Synthetic Web Tie Downs.
- WSTDA-T-2—Recommended Operating and Inspection Manual for Synthetic Web Tie Downs.
- Protection against shifting and falling cargo. 49 CFR 393.100-393.136 U.S. Department of Transportation
- Understanding the Federal Motor Carrier Safety Administration's Cargo Securement Rules. U.S. Department of Transportation. Publication No.: MC-P/PSV-04-001. (<http://fmcsa.dot.gov/documents/cargo/cs-policy.pdf>)
- FMCSA Final Rule on Cargo Securement. U.S. Department of Transportation (<http://www.fmcsa.dot.gov/cargosecurement.pdf>)
- CCMTA National Safety Code Standard 10 Cargo Securement (<http://www.ccmta.ca/english/pdf/Standard%2010.pdf>)
- Interpretation guide for CCMTA NSC 10 (<http://www.ccmta.ca/english/committees/cra/cargo/pdf/interpretationguide.pdf>)
- Manufacturer's catalog, manual, website, bulletins, etc.
- Formal training provided by manufacturers or other outside entities.

WSTDA - TDSB-1 2010

Industry Links

~Web Sling & Tie Down Association
www.wstda.com

~Alberta Transportation
www.alberta.ca/transportation

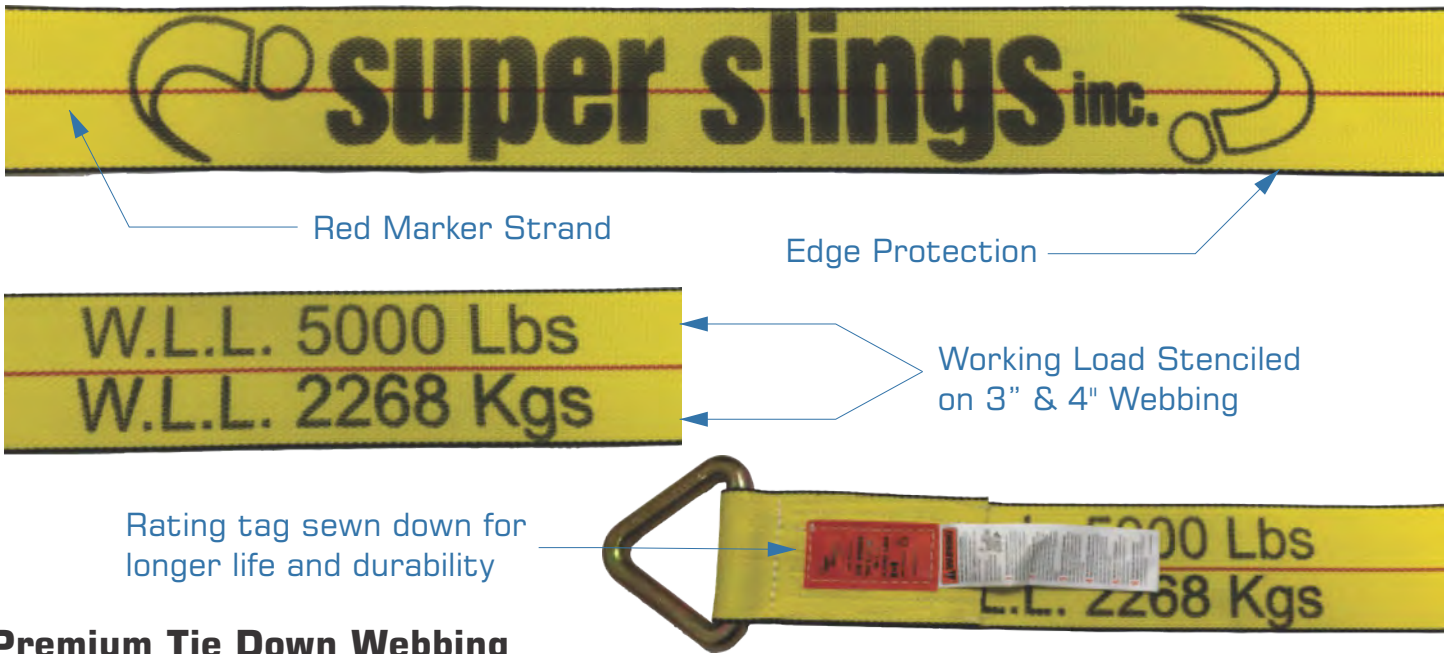
~CCMTA National Safety Code
www.ccmta.ca/en/national-safety-code/national-safety-code-nsc

~National Association of Chain Mfg
www.nacm.info

Premium Truck Straps & Tie Down Assemblies

Manufactured from treated, **CANADIAN MADE**, polyester webbing, Super Slings Tie Down Assemblies are available in 1 inch, 2 inch, 3 inch and 4 inch web widths. Truck Tie Down Assemblies are lighter than chain or cable binders and are much easier to use and store. Polyester webbing is low stretch (approximately 3% at Work Load Limit) and the webbing is water-resistant so it won't shrink, rot, mould, or mildew and all ends are heat-cut to prevent fraying. All Super Slings Truck Tie Down Assemblies meet or exceed federal, provincial and Commercial Vehicle Safety Alliance (CVSA) regulations and WSTDA guidelines. Work Load Limits for Truck Tie Down Assemblies are a function of web and fitting strength and sewing efficiencies.

Tie Down Webbing



Premium Tie Down Webbing

Width		Material Type	Maximum WLL		Colour	Marking	Item Code
(in)	(mm)		lbs	Kgs			
1	25	Nylon	1,666	756	Various	None	05-3003/26
2	51	Polyester	3,333	1,512	Yellow	1 Red Line	05-W4211/51TR
3	76	Polyester	5,000	2,268	Yellow	1 Red Line	05-W4211/76TR
4	102	Polyester	6,667	3,025	Yellow	1 Red Line	05-W4211/102TR



*Ratings for individual assemblies may vary depending on end fittings and attachments. Always follow working load limit marked on each assembly..

How To Order

TS = Truck Strap
R = Ratchet Strap (long/wide handle)
RS = Ratchet Strap (Short handle)
RL = Endless "Rocket Launcher"
CB = Cam Buckle
CBLD = Cam Buckle (Light Duty)

TS 4 X 30 FH

← (points to TS)
 ↓ (points to 4)
 ↓ (points to 30)
 ↓ (points to FH)

End-Fitting:
 FH=Flat Hook
 DR="D" or Delta-Ring
 WH=Wire Hook
 CA=Chain Anchor
 SH=S-Hook
 SN=Snap Hook
 Other fittings available upon request

Webbing Width:
1", 2", 3", 4"

Length:
Measured in ft.

REFER TO FEDERAL, PROVINCIAL, STATE, INDUSTRY OR LOCAL REGULATIONS FOR PROPER AND ALLOWED TIE DOWN METHODS. IT IS THE OWNER'S / OPERATOR'S RESPONSIBILITY TO DETERMINE SUITABILITY OF A PRODUCT FOR ANY PARTICULAR USE.

- Hardware strengths may be reduced if load path is obstructed or angle of load is changed.
- Working Load Limits should be evaluated by user before selecting appropriate hardware and strap assembly.
- All strap assemblies or systems are only as strong as its weakest component, including the point of attachment.
- NEVER secure a load to an unknown anchor or connection point. Only use approved securement components.

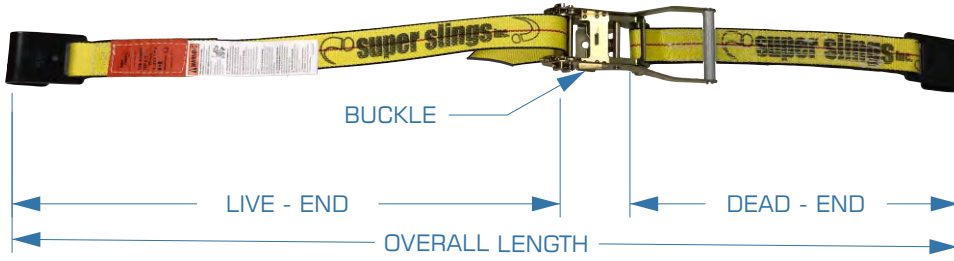
- Sling Protection
- Web Slings
- Round Slings
- Synthetic Chain Slings
- Wire Rope Slings
- Chain Slings
- Shackles & Turnbuckles
- Hooks & Links
- Lifting Points
- Hoists & Blocks
- Lifting Devices
- Pipe & Hose Restraints
- Tie Down Assemblies
- Tie Down Accessories
- Towing & Recovery
- Rope & Cordage

Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Web Assemblies
Accessories
Towing & Recovery
Rope & Cordage

Tie Down Assembly Types

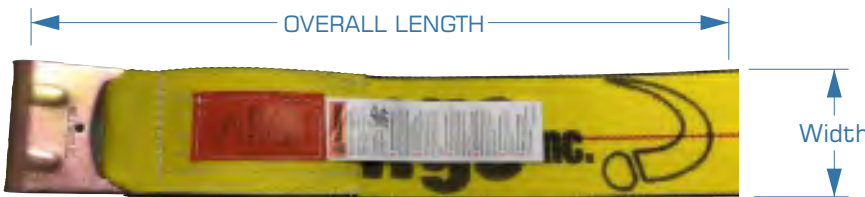
Super Slings Premium - Ratchet Strap Assemblies

Premium ratchet strap assemblies are fully adjustable tie down straps that utilize a mechanical advantage for a snug & secure fit and a locking mechanism to ensure the load is secure at all time. These assemblies come in 1", 2", 3" and 4" widths with various end attachments. Custom lengths and variations are available upon request.



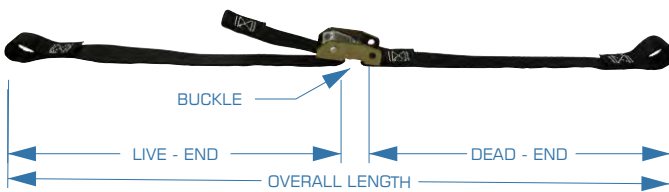
Super Slings Premium - Truck Straps

Premium truck straps, also known as "Winch Straps", are made to be used in conjunction with truck webbing winches and come in 1", 2", 3" and 4" widths with various end attachments. Custom lengths and variations are available upon request.



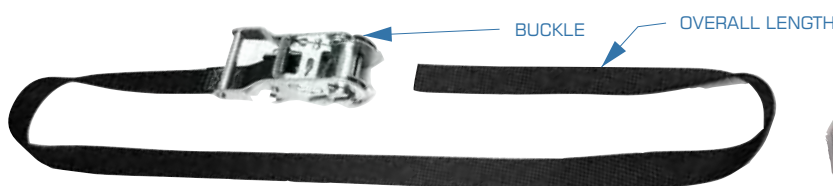
Super Slings Premium - Cam Strap Assemblies

Premium cam strap assemblies can be pulled tight by hand and easily released by the push of a button and come in 1" and 2" widths with various end attachments. Custom lengths and variations are available upon request.



Super Slings Premium - Endless "Rocket Launcher" Assemblies

Premium Endless straps, also known as "Rocket Launcher Straps", are made with a long dead-end only that "loops" back to itself forming an endless loop. These are available in 1", 2", 3" and 4" widths with either a ratchet or cam buckle. Endless assemblies are ideal for securing bundles and in situations where a tie off point is available. Custom lengths and variations are available upon request.



Lift it up, Tie it down, Pull it around

1 inch Premium Webbing Assemblies

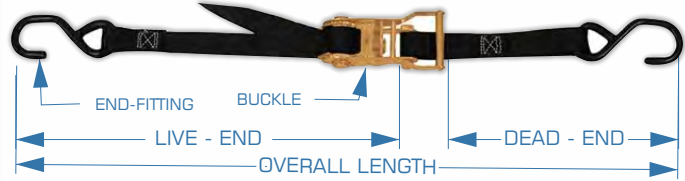


Truck Strap Anatomy - 28-TS1X_SH



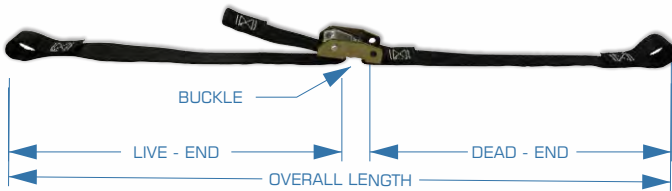
Standard Lengths:
10', 15', 20'

Ratchet Strap Anatomy - 06-R1X_SH



Standard Lengths:
10', 15', 20'

Cam Strap Anatomy - 06-CS1X_EYE



Standard Lengths:
Made to order, contact Super Slings

Endless Strap Anatomy - 06-RL1X__



Standard Lengths:
Made to order, contact Super Slings

1 INCH Webbing Assembly - Item Codes

End-Fitting [Fitting Code]	Truck / Winch Straps		Ratchet Straps		Cam Buckle Straps		Endless Straps	
	Item Code	WLL lbs	Item Code	WLL lbs	Item Code	WLL lbs	Item Code	WLL lbs
Wire Hook [24-A-1003]	TS1X_WH	835	R1X_WH	835	CS1X_WH	500	N/A	N/A
S-Hook [24-1103]	TS1X_SH	535	R1X_SH	535	CS1X_SH	500	N/A	N/A
Snap Hook [24-FE8028-1]	TS1X_SN	1600	R1X_SN	1465	CS1X_SN	500	N/A	N/A
Flat Hook [24-34038-3]	TS1X_FH	235	R1X_FH	235	CS1X_FH	235	N/A	N/A
Light Duty Wire Hook [24-1004]	TS1X_WHLD	170	R1X_WHLD	170	CS1X_WHLD	170	N/A	N/A
Light Duty S-Hook [24-1103S]	TS1X_SHLD	170	R1X_SHLD	170	CS1X_SHLD	170	N/A	N/A
Rave Hook [24-9003]	TS1X_RH	1000	R1X_RH	1000	CS1X_RH	500	N/A	N/A
D-Ring [24-1703]	TS1X_DR	1335	R1X_DR	1335	CS1X_DR	500	N/A	N/A
Flat Bolt Plate [24-34109-5]	TS1X_BP	335	R1X_BP	335	CS1X_BP	335	N/A	N/A
90° Bolt Plate [24-34109-6]	TS1X_BP9	250	R1X_BP9	250	CS1X_BP9	250	N/A	N/A
No-Hook (Blank)	TS1X_NH	1600	R1X_NH	1465	CS1X_NH	500	RL1X__	1600

WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!
For full user manual please visit www.superslings.ca

1 inch Premium Webbing Assembly - Hardware



Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
The Down Web Assemblies
Accessories
Towing & Recovery
Rope & Cords

24-A-1003
1-inch Wire Hook
WLL: 835 lbs./ 380 kg.
Weight: .12 lb./05 kg.

41313-19
1-inch Vinyl S Hook Heat Treated
WLL: 535 lbs./272 kg.
Weight: .30 lb./14 kg.

43044-10
1-inch Snap Hook
WLL: 1,666 lbs./757 kg.
Weight: .20 lb./09 kg.

40065-10
1-inch Plated Flat Hook
WLL: 333 lbs./151 kg.
Weight: .04 lb./02 kg.

40316-12
1-inch Light Duty Hook
WLL: 166 lbs./75 kg.
Weight: .10 lb./05 kg.

41313-13
1-inch Vinyl S Hook
WLL: 400 lbs./181 kg.
Weight: .29 lb./13 kg.

45228-10
Rave Hook
WLL: 1,167 lbs./530 kg.
Weight: .29 lb./13 kg.

40025-10
1-inch D-Ring
WLL: 1,666 lbs./757 kg.
Weight: .05 lb./02 kg.

24-PRB15-1
WLL: 1,466 lbs./666 kg.
Weight: .76 lb./34 kg.

45228-10
Flat End Bolt Plate
WLL: 335 lbs./155 kgs
Weight: 0.27lbs./0.12 kgs.

45228-10
90° End Bolt Plate
WLL: 335 lbs./155 kgs
Weight: 0.05 lbs./0.03 kgs.

24-A-605
WLL: 600 lbs./272 kg.
Weight: .40 lb./18 kg.

24-607
WLL: 166 lbs./75 kg.
Weight: .13 lb./06 kg.

WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!

For full user manual please visit www.superslings.ca

Lift it up, Tie it down, Pull it around

2 inch Premium Webbing Assemblies

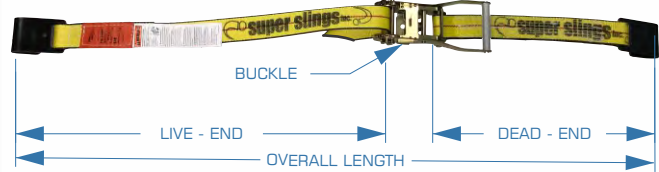


Truck Strap Anatomy - 28-TS2X_FH



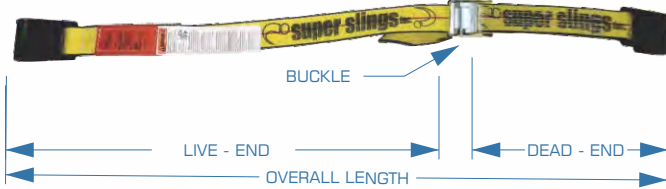
Standard Lengths:
15', 20', 25', 30'

Ratchet Strap Anatomy - 06-R2X_FH



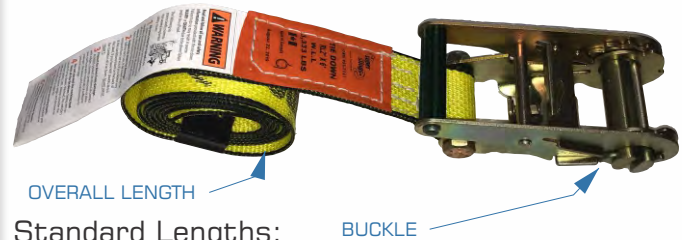
Standard Lengths:
15', 20', 25', 30'

Cam Strap Anatomy - 06-CS2X_FH



Standard Lengths:
Made to order, contact Super Slings

Endless Strap Anatomy - 06-RL2X_



Standard Lengths:
4', 5', 6'

2 INCH Webbing Assembly - Item Codes

End-Fitting [Fitting Code]	Truck / Winch Straps		Ratchet Straps		Cam Buckle Straps		Endless Straps	
	Item Code	WLL lbs	Item Code	WLL lbs	Item Code	WLL lbs	Item Code	WLL lbs
Wire Hook [24-5030]	TS2X_WH	3,333	R2X_WH	3,333	CS2X_WH	835	N/A	N/A
Flat Hook [24-3003-1]	TS2X_FH	3,333	R2X_FH	3,333	CS2X_FH	835	N/A	N/A
Delta-Ring [24-A-5008-1]	TS2X_DR	3,333	R2X_DR	3,333	CS2X_DR	835	N/A	N/A
Chain Anchor [24-3705-2]	TS2X_CA	3,330	R2X_CA	3,330	CS2X_CA	835	N/A	N/A
Light Duty Wire Hook [24-1005WH]	TS2X_LDWH	1,666	R2X_LDWH	1,666	CS2X_LDWH	835	N/A	N/A
E-Fitting [24-2002]	TS2X_E	1,500	R2X_E	1,500	CS2X_E	835	N/A	N/A
Round D-Ring [24-1027]	TS2X_RD	1,666	R2X_RD	1,666	CS2X_RD	835	N/A	N/A
Snap Hook [24-FE7900-1]	TS2X_SN	2,000	R2X_SN	2,000	CS2X_SN	835	N/A	N/A
Twisted Snap Hook [24-1209]	TS2X_TSN	3,333	R2X_TSN	3,333	CS2X_TSN	835	N/A	N/A
Rave Hook [24-9003]	TS2X_RH	1,000	R2X_RH	1,000	CS2X_RH	835	N/A	N/A
No-Hook (Blank)	TS2X_NH	3,333	R2X_NH	3,333	CS2X_NH	835	RL2X_NH	3,333

WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!
For full user manual please visit www.superslings.ca

Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Accessories
Tie Down Web Assemblies
Towing & Recovery
Rope & Carriage

2 inch Premium Webbing Assembly Hardware



Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
The Down
The Down
Towing & Recovery
Rope & Cordage

24-5030
2-inch Wire Hook
WLL: 3,333 lbs./1,515 kg.
Weight: .62 lb./ .28 kg.

24-3003-1
2-inch Flat Hook
WLL: 3,333 lbs./1,515 kg.
Weight: .68 lb./ .31 kg.

24-A-5008-1
2-inch Delta Ring
WLL: 3,333 lbs./1,515 kg.
Weight: .28 lb./ .13 kg.

24-1027
2-inch Round D-Ring
WLL: 1,666 lbs./757 kg.
Weight: .09 lb./ .04 kg.

43120-11
2-inch Light Duty Hook
WLL: 1,666 lbs./757 kg.
Weight: .39 lb./ .18 kg.

24-FE7900-1
2-inch Snap Hook
WLL: 2,100 lbs./953 kg.
Weight: .34 lb./ .15 kg.

45228-10
Rave Hook
WLL: 1,167 lbs./530 kg.
Weight: .29 lb./ .13 kg.

24-2002
Series E & A Track Spring Fitting
WLL: 1,333 lbs./605 kg. in 12-ga. track,
WLL: 1,500 lbs./680 kg. in 11-ga. track.
Weight: .22 lb./ .10 kg.

24-PRB50-2
2" Long Wide Handle Ratchet
WLL: 3,666 lbs./1,666 kg.
Weight: 2.3 lbs./1.05 kg.

24-3705-2
Chain Anchor with Delta Ring for 2" Strap Assemblies.
5/16", G43 Chain and Grab Hook, gold zinc plated.
WLL: 3,330 lbs./1,510 kg.
Weight: 2.55 lbs./1.16 kg.

24-A-910
WLL: 833 lbs./378 kg.
Weight: .69 lb./ .31 kg.

24-PRB50N
2" Short Handle Ratchet
WLL: 3,333 lbs./1,515 kg.
Weight: 2.10 lbs./ .95 kg.

WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!

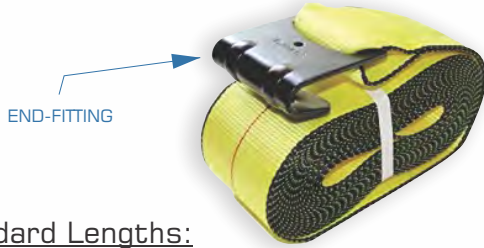
For full user manual please visit www.superslings.ca

Lift it up, Tie it down, Pull it around

3 inch Premium Webbing Assemblies



Truck Strap Anatomy - 28-TS3X_FH



Standard Lengths:
15', 20', 25', 30'

Ratchet Strap Anatomy - 06-R3X CA



Standard Length
15', 20', 25', 30'

Cam Strap Anatomy - N/A

NOT AVAILABLE FOR 3" WEBBING

Standard Lengths:
Made to order, contact Super Slings

Endless Strap Anatomy - 06-RL3X__



Standard Lengths:
Made to order, contact Super Slings

3 INCH Webbing Assembly - Item Code

End-Fitting [Fitting Code]	Truck / Winch Straps		Ratchet Straps		Cam Buckle Straps		Endless Straps	
	Item Code	WLL lbs	Item Code	WLL lbs	Item Code	WLL lbs	Item Code	WLL lbs
Wire Hook [24-A-1016]	TS3X__WH	5,000	R3X__WH	5,000	N/A	N/A	N/A	N/A
Flat Hook [24-A-5004]	TS3X__FH	5,000	R3X__FH	5,000	N/A	N/A	N/A	N/A
D-Ring [24-A-6003]	TS3X__DR	5,000	R3X__DR	5,000	N/A	N/A	N/A	N/A
Chain Anchor [24-3705-3]	TS3X__CA	5,000	R3X__CA	5,000	N/A	N/A	N/A	N/A
Flat Eye	TS3X__EYE	5,000	R3X__EYE	5,000	N/A	N/A	N/A	N/A
No-Hook	TS3X__NH	5,000	R3X__NH	5,000	N/A	N/A	RL3X__NH	5,000

WARNING: NEVER EXCEED WORKING LOAD LIMIT!

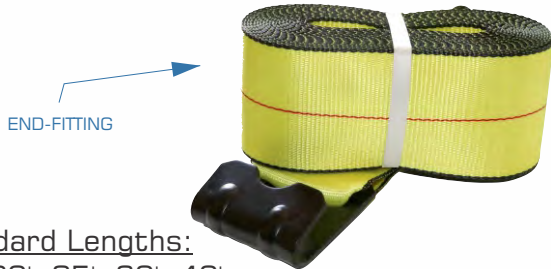
Failure to follow instructions can result in serious property damage, injury or death!
For full user manual please visit www.superslings.ca

Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Accessories Web Assemblies
Towing & Recovery
Rope & Cordage

4 inch Premium Webbing Assemblies

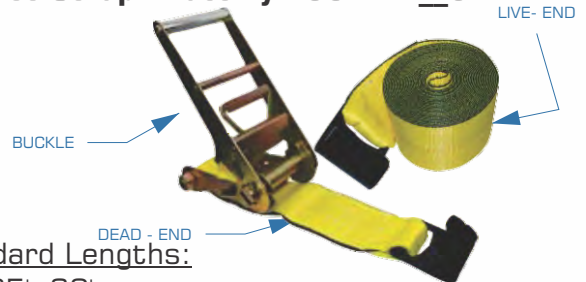


Truck Strap Anatomy - 28-TS4X_FH



Standard Lengths:
15', 20', 25', 30', 40'

Ratchet Strap Anatomy - 06-R4X_CA



Standard Lengths:
20', 25', 30'

Cam Strap Anatomy - N/A

NOT AVAILABLE FOR 4" WEBBING

Standard Lengths:
N/A

Endless Strap Anatomy - 06-RL4X__



Standard Lengths:
Made to order, contact Super Slings

4 INCH Webbing Assembly - Item Codes

End-Fitting [Fitting Code]	Truck / Winch Straps		Ratchet Straps		Cam Buckle Straps		Endless Straps	
	Item Code	WLL lbs	Item Code	WLL lbs	Item Code	WLL lbs	Item Code	WLL lbs
Wire Hook [24-A-1016]	TS4X__WH	5,000	R4X__WH	5,000	N/A	N/A	N/A	N/A
Flat Hook [24-A-5003]	TS4X__FH	5,000	R4X__FH	5,000	N/A	N/A	N/A	N/A
D-Ring [24-A-6001]	TS4X__DR	5,000	R4X__DR	5,000	N/A	N/A	N/A	N/A
Chain Anchor [24-3705-4]	TS4X__CA	5,000	R4X__CA	5,000	N/A	N/A	N/A	N/A
Roll Off [24-48968-11]	TS4X__RO	5,000	R4X__RO	5,000	N/A	N/A	N/A	N/A
Flat Eye	TS4X__EYE	5,000	R4X__EYE	5,000	N/A	N/A	N/A	N/A
No-Hook	TS4X__NH	5,000	R4X__NH	5,000	N/A	N/A	RL4X__EYE	5,000

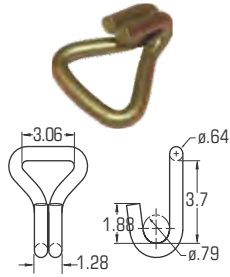
WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!
For full user manual please visit www.superslings.ca

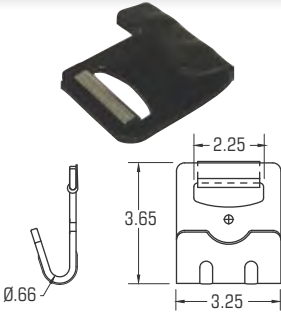
Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
The Down
The Down
Towing & Recovery
Rope & Cordage

Lift it up, Tie it down, Pull it around

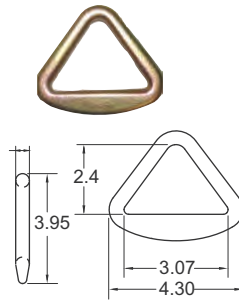
3 inch & 4 Inch Premium Webbing Assembly Hardware



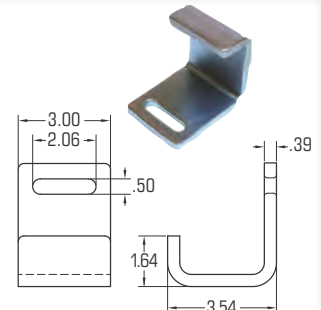
24-A-1016
3-inch Narrow Hook
WLL: 7,333 lbs./3,333 kg.
Weight: 1.39 lbs./ .63 kg.



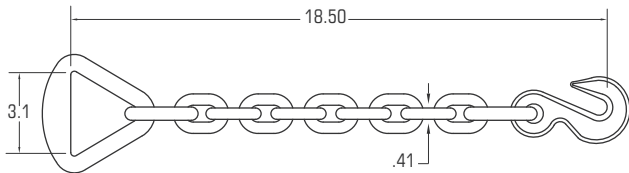
24-A-5004
3-inch Flat Hook
WLL: 5,400 lbs./2,450 kg.
Weight: .98 lb./ .45 kg.



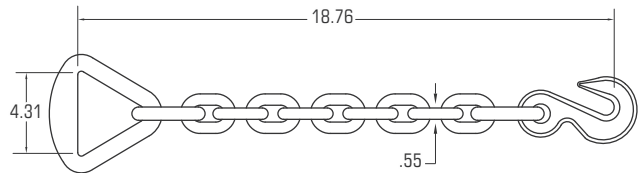
24-A-6003
3-inch Delta Ring
WLL: 6,000 lbs./2,720 kg.
Weight: 0.80 lbs./0.36 kg.



24-48968-11
2-inch Container Roll Off Hook
WLL: 5,400 lbs./2,450 kg.
Weight: 2.0 lbs./ .91 kg.



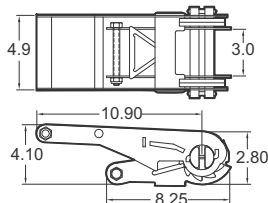
24-3705-3
Chain Anchor with Delta Ring for 3" & 4" Webbing
3/8", G43 Chain and 3/8" G70 Grab Hook
WLL: 5,400 lbs./2,450 kg.
Weight: 3.4 lbs./1.54 kg.



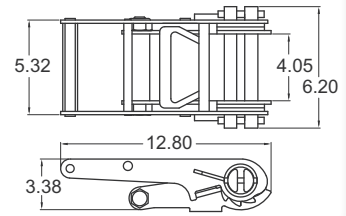
24-3705-4
Chain Anchor with Delta Ring for 4" Webbing
3/8", G70 Chain and 3/8" G70 Grab Hook
WLL: 6,600 lbs./2,450 kg.
Weight: 4.0 lbs./ kg.



24-PRB75
3" Long Ratchet
WLL: 7,333 lbs./ 3,333 kg.
Weight: 7.0 lbs./3.18 kg.



24-PRB100
4" Long Ratchet
WLL: 8,000 lbs./3,636 kg.
Weight: 8.0 lbs./3.63 kg.



WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!

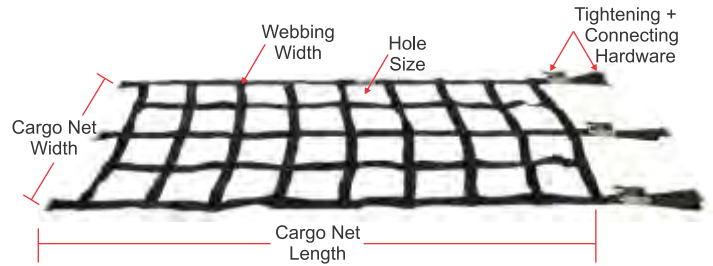
For full user manual please visit www.superslings.ca

Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Accessories Web Assemblies
Towing & Recovery
Rope & Carriage

Cargo Nets

Custom Cargo Nets

Designed for your particular application, Super Slings custom nets offer retention support for various sized and shaped packages. Using strong 1" or 2" webbing, they are individually built to fit your custom application. Contact your Super Slings representative for all custom solutions that meet your needs.



How to order:

- Specify webbing width
- Specify overall width and length required
- Specify hole size
- Specify tightening hardware
- Specify connection hardware

Pickup Truck Cargo Nets

D-Rings and Connectors are spaced to accommodate various heights of loads. Each net comes with six (6), 1-1/4" x 5' long straps with a die cast cam buckle. Each strap has vinyl-coated S hooks with wire keepers to prevent them from disengaging.

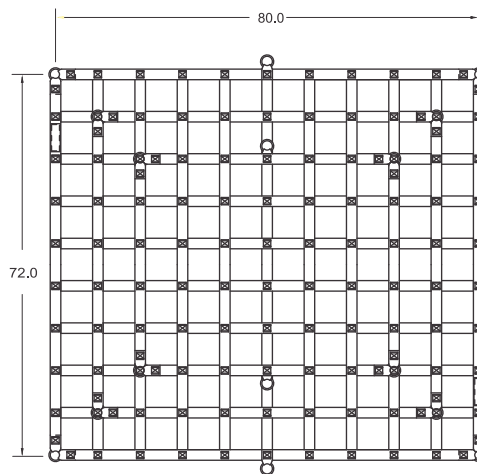


Net openings: 6.0"

WLL: 1,200 lbs./540 kg.

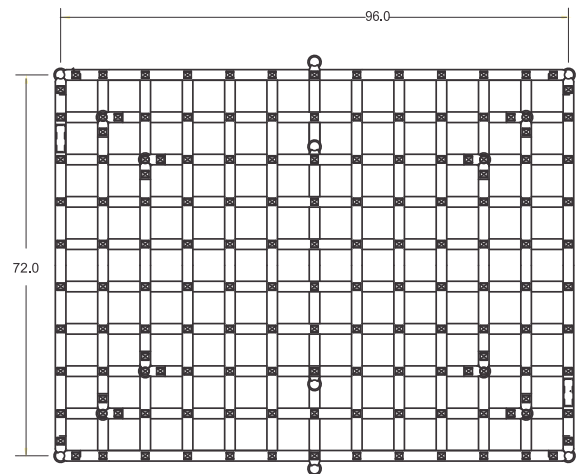
SHORT BED PICKUPS

50199-10
72" W x 80" L



LONG BED PICKUPS

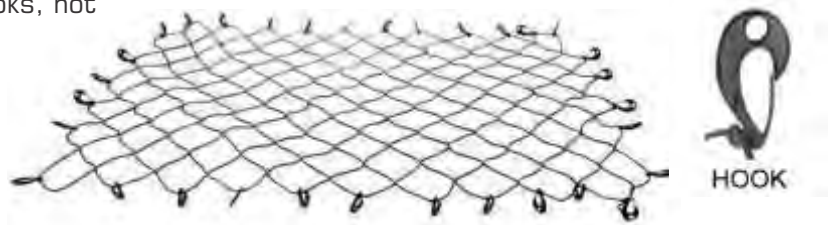
50199-11
72" W x 96" L



Bungee Cargo Nets

Bungee Cargo Nets keep smaller items stationary while driving. Made with elastic cords and plastic hooks, not intended for load securement.

36" x 48" - 12302
72" x 96" - 12303



WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!
For full user manual please visit www.superslings.ca

Lift it up, Tie it down, Pull it around

Specialty Webbing Assemblies

Axle Straps

The Premium Axle Strap is ideal for several heavy duty tie-down applications. Flat Delta-Rings especially designed for vehicle transport are compatible with the most common trailer hardware for easy attachment and outstanding reliability. Designed for use with ratchet tie-downs this strap comes with a protective sleeve, resists abrasion and will never rot or mildew, ensuring long-lasting performance. With a 10,000 lbs. break strength and 3,333 lbs. working load limit, this product is engineered to meet or exceed all national, provincial and state requirements.



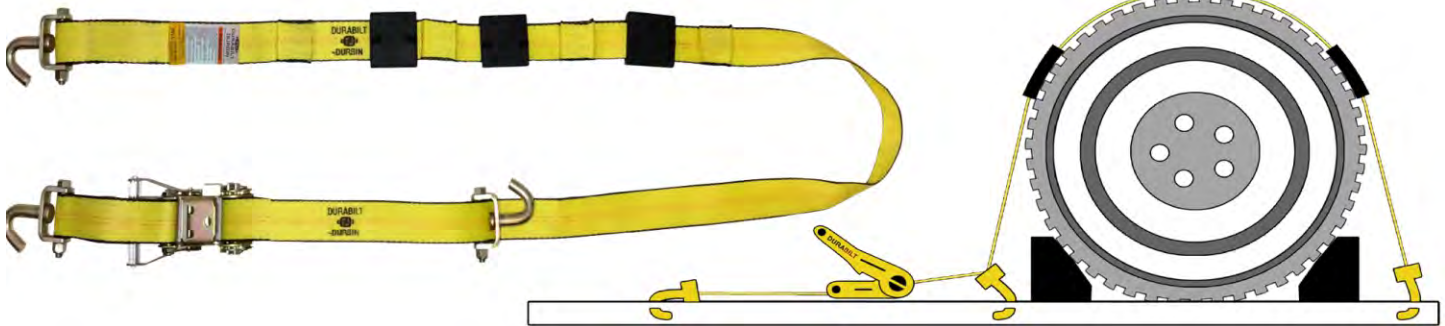
Working Load Limit: 3,333 lbs
Width: 2"
Standard Lengths: 12", 24", 36",
 Custom lengths available upon request



Vehicle Securement Assembly

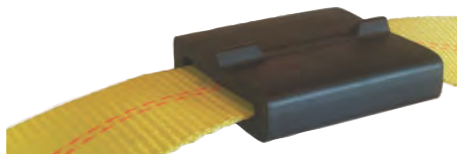
Durablit® Vehicle Ratchet Strap Assembly designed specifically for secure vehicles over the tire. These assemblies come with 3 rubber grips and 3 swivel J-hooks.

Working Load Limit: 3,333 lbs
Width: 2"
Standard Lengths: 12", 24", 36",
 Custom lengths available upon request



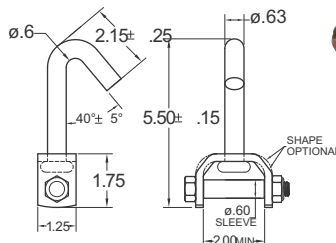
48485-11 SINGLE CLEAT

Rubber tread cleat for Auto Hauler Winch Strap. Used with 2-inch webbing to secure strap to vehicle tire.
Length: 3.0-in. **Width:** 2.8-in.
Weight: 0.20 lbs./0.09 kg.



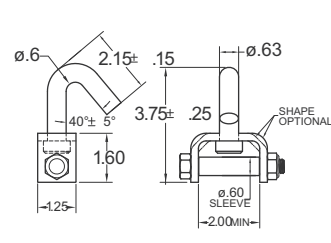
49914-10 STANDARD SWIVEL J IDLER HOOK

Heat treated w/ gold zinc finish.
WLL: 3,333 lbs./1,515 kg.
Weight: 1.12 lbs./0.51 kg.



49914-11 LOW-PROFILE SWIVEL J IDLER HOOK

Heat treated w/ gold zinc finish.
WLL: 3,333 lbs./1,515 kg.
Weight: 0.87 lbs./0.40 kg.



WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!

For full user manual please visit www.superslings.ca

- Sling Protection
- Web Slings
- Round Slings
- Synthetic Chain Slings
- Wire Rope Slings
- Chain Slings
- Shackles & Turnbuckles
- Hooks & Links
- Lifting Points
- Hoists & Blocks
- Lifting Devices
- Pipe & Hose Restraints
- Tie Down Accessories Web Assemblies
- Towing & Recovery
- Rope & Cordage

Specialty Webbing Assemblies

DOLLY STRAPS

DOLLY STRAPS Ancra designs and manufactures a complete line of wheel straps for automobile-towing dollies. Three of the more popular designs are shown here. Call us about your specific requirements.



**BASKET STRAP
45143-20**
for tires 7"W x 20"H
Weight: 2.25 lbs./1.02 kg.
WLL: 1,666 lbs./755 kg.

45143-22
for tires 8"W x 24"H
Weight: 2.5 lbs./1.14 kg.
WLL: 1,666 lbs./755 kg.



**WHEEL DOLLY STRAP
47934-11**
2" x 86" with Round Ring
for tires 8"W x 22"H
Weight: 1.0 lbs./.46 kg.
WLL: 900 lbs./410 kg



**WHEEL DOLLY STRAP
47935-11**
with S Hooks
for tires 10"W x 24"H
Weight: 1.5 lbs./.46 kg.
WLL: 800 lbs./360 kg.

47935-12
with Spring E Fittings
for tires 10"W x 24" H
Weight: 1.5 lbs./.46 kg.
WLL: 1,300 lbs./590 kg.

ADJUSTABLE TIRE BONNETS

DOLLY STRAPS Ancra designs and manufactures a complete line of wheel straps for automobile-towing dollies. Three of the more popular designs are shown here. Call us about your specific requirements.



30ATB Adjustable Tire Bonnet
for 13" – 17" OEM Tires.
WLL: 1,000 lbs./454 kg.
Weight: 3 lbs./1.4 kg.

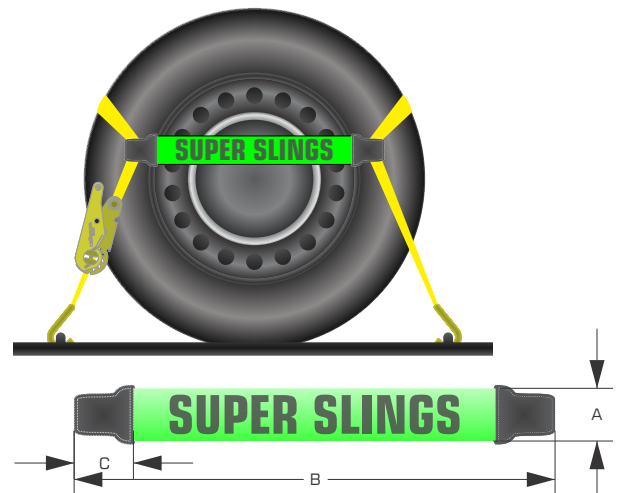


30RT Double Adjustable Tire Bonnet
for 10" – 22" Wide Tires.
WLL: 3,333 lbs./1,515 kg.
Weight: 6 lbs./2.7 kg.

TIRE ANCHOR - TIRE CHOKER SLING

Tire Anchor wheel securement straps turn any ratchet strap into a wheel securement assembly.

- Sold in pairs.
 - No metal links to damage wheels
 - Available in 1" & 2" standard
 - Customer lengths available on request
- Ratchet strap sold separately.



Item Code	WLL	Dimensions (in)		
	(lbs)	A	B	C
28-TA1X16	930	1.00	16.0	1.50
28-TA2X17	3,333	2.00	17.0	3.00
28-TA2X24	3,333	2.00	24.0	3.00

WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!
For full user manual please visit www.superslings.ca

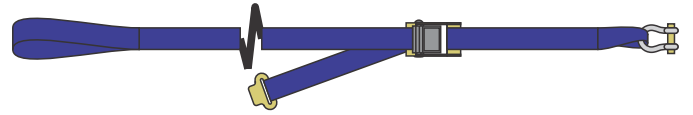
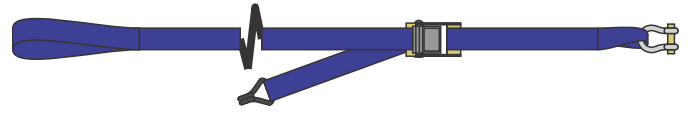
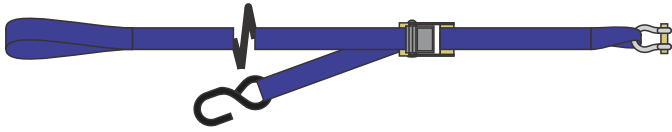
Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Web Assemblies
Accessories
Towing & Recovery
Rope & Cordage

Specialty Webbing Assemblies

HOSE TIE BACK STRAPS

Hose Tie Back Straps are designed to secure a vacuum hose on large Vacuum trucks, ensuring the safety of operators and other vehicles during transport.

Working Load Limit: 235 lbs
Width: 1"
Standard Lengths: 2', 3', 4'
 Custom lengths available upon request

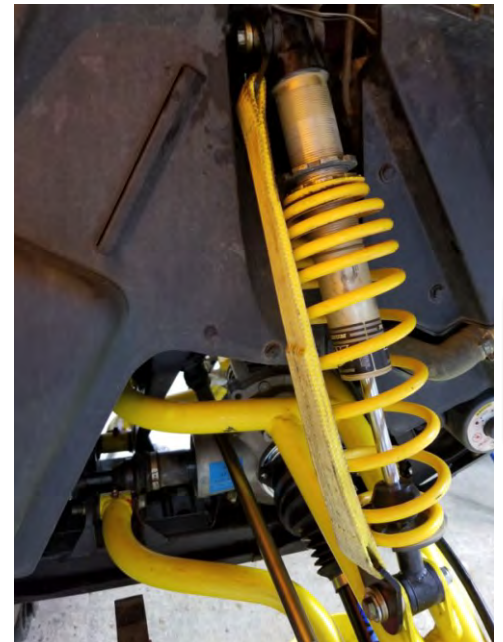
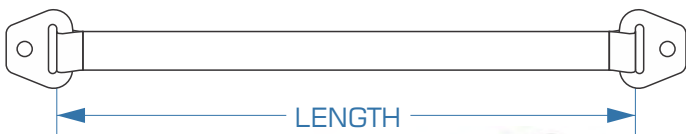


SHOCK LIMITING STRAPS

Shock limiting straps are used to take stress off shocks and to control suspension extension. Using standard or customer hardware, these straps can be customized to fit your exact specifications.

Min Breaking Strength: 10,000 lbs* (Webbing Only)
 *MBS may vary by hardware

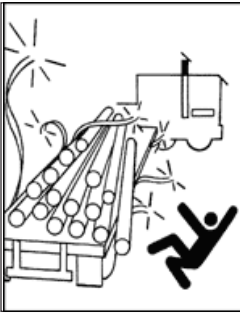
Width: 2"
Standard Lengths: Lengths vary by application



Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Tie Down Accessories Web Assemblies
Towing & Recovery
Rope & Cordage

Webbing Winches

Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
The Down Web Assemblies
The Down Accessories
Towing & Recovery
Rope & Cordage



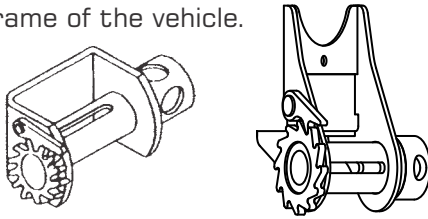
WARNING!

Never exceed the working load limit (WLL) of any winch. The loading of any winch beyond its WLL can result in severe personal injury or death. The winch design factor is based on destructive, laboratory controlled testing conditions, which will not be exactly duplicated during actual loading conditions.

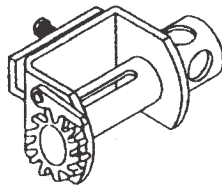
CONFIGURATIONS

SIDE MOUNT - designed to be located on an outward facing surface of a vehicle

Weld-On / Bolt-On - Permanently mounted outward in a fixed position on the side, front or rear frame of the vehicle.

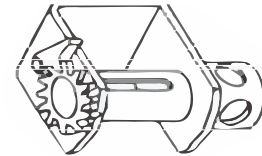


Portable - Flexible outward mounting to the side, front or rear frame is accomplished with a bracket that may contain one or two set screws.

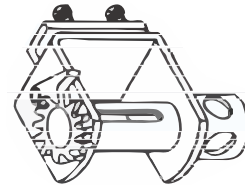


UNDER MOUNT- designed to be mounted beneath the vehicle

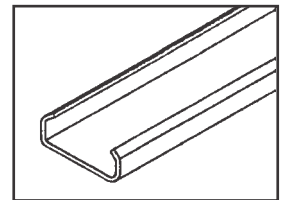
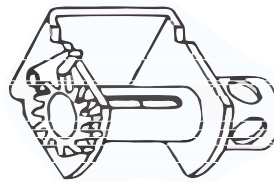
Weld-On / Bolt-On - Permanently mounted in a fixed position below the deck of the vehicle.



Portable - Flexible below deck mounting is accomplished with a bracket and one or two set screws.



SLIDING - Designed to slide along the length of the vehicle to a desired location along the track or rail.



DESIGN FACTORS / RATED CAPACITIES

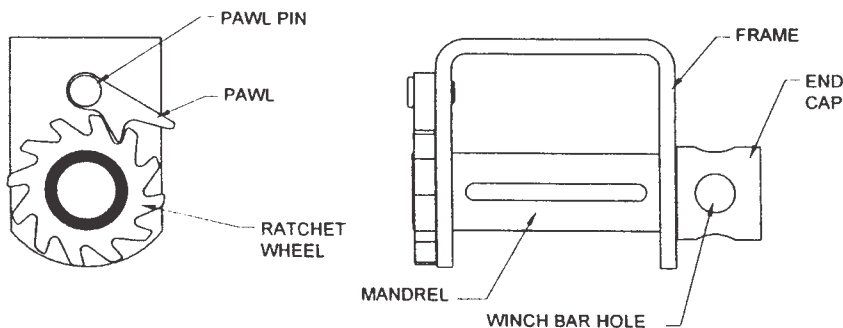
- The design factor for winches shall be a minimum of three (3) when tested in accordance with Chapter 3 of WSTDA-T-3 Standard Specification.
- The working load limit (WLL) of a winch shall not exceed one-third (1/3) of its breaking strength.

IDENTIFICATION / MARKING REQUIREMENTS

- Each winch shall be durably marked with the following information to provide a method to positively identify a winch source of manufacture:
 - a. Name and/or trademark.
 - b. Working load limit (WLL) in pounds and kilograms.
 - c. Lot code or user-identifiable mark for traceability.
- The required markings shall be visible when the winch is in use with a web tie down.
- Use of the letters lb to designate pounds and the letters kg to designate kilograms and WLL to represent working load limit are acceptable. Example:
WLL 5,000 lb / 2270 kg shall indicate a 5000 pound, 2270 kilogram working load limit.

Lift it up, Tie it down, Pull it around

Webbing Winches



PROPER SELECTION

- Select a winch having suitable characteristics for proper attachment to the vehicle. The winch shall have sufficient strength to properly secure the load.
- Identify the working load limit (WLL) marked on the winch by the manufacturer. If the required markings are illegible or missing, remove from service. Read all warnings and/or instructions provided by the manufacturer.



WARNING: Before using winches, users must be properly trained. The use of winches by untrained personnel is potentially hazardous.

USE AND CARE

- Winches shall not be loaded in excess of the working load limit (WLL) provided by the manufacturer.
- Winches shall be attached to the vehicle in accordance with the installation instructions of the winch manufacturer and vehicle manufacturer.
- Winch track designed to accommodate sliding winches shall be installed per the winch track manufacturer and the vehicle manufacturer instructions.
- Winches shall be installed and positioned so that the pawl is free-floating and pivots into the sprocket by gravity. A properly installed and positioned winch shall allow the user to see the pawl to ensure proper engagement.
- when using any winch, the winch mandrel shall have a minimum of two (2) and a maximum of four (4) wraps of webbing. Two to four wraps will appear like four to eight layers of webbing. Less than two wraps may result in strap slippage; more than four will place unnecessary strain on the winch. Excessive wraps of webbing on the mandrel may reduce the working load limit (WLL) of the winch and may interfere with proper operation.
- Before operating any winch the user shall secure his footing on the ground to prevent slipping or falling. In adverse weather conditions, including freezing temperatures, additional caution should be exercised.
- Only winch bars designed to be used with winches shall be used to tension and release tie down assemblies.
- When using a winch bar designed to utilize the holes in the end cap of a winch, the tip of the winch bar shall be inserted through two holes to prevent the tip of the winch bar from slipping or damaging the winch.
- Any device, commonly known as a cheater bar, that extends the length of a winch bar shall not be used.
- Winches may require re-tensioning during transit to maintain proper tension.
- Winches shall be used inspected and adjusted periodically during the transportation of cargo per applicable federal, state, provincial, local and industry regulations.
- Set screws on portable winches are designed to position the winch while the tie down assembly is being tightened. They shall only be snug tight. Over tightening of screws may cause the bracket to bend, weakening the winch and causing it to fail.
- Winches designed to secure cargo shall not be used for lifting, lowering or suspending cargo or for towing.
- Portable winches with or without set screws shall be removed from the vehicle frame when not being used to tension a web tie down.



WARNING: Exercise caution during tensioning to ensure the winch pawl fully engages into the sprocket before releasing pressure on the winch bar. Releasing a winch bar without the pawl being properly engaged can cause serious injury.

Webbing Winches

ENVIRONMENTAL CONSIDERATIONS

- Winches are subjected to dirt, mud, snow, ice, road salt, cleaning solutions, etc. Winches shall be periodically inspected, cleaned and lubricated to ensure the winch pawl will drop freely between the sprocket teeth by gravity. If this maintenance procedure does not result in the pawl dropping freely into the sprocket teeth, the winch shall be removed from service.
- Winches that can be removed from the vehicle, when not in use, should be stored in a dry location.

INSPECTION

Type of Inspection

- INITIAL INSPECTION** A designated person shall inspect every winch before it is placed in service to ensure that the correct winch is being used and to determine that the winch meets the requirements of this standard specification.
- FREQUENT INSPECTION** The person handling the winch each time it is used shall make this inspection.
- PERIODIC INSPECTION** A designated person shall conduct this inspection. Frequency of a periodic inspection shall be based on, but not limited to:
 - Frequency of use
 - Severity of service conditions
 - Experience gained on the service life of winches used in similar applications

The user(s) of winches should establish written inspection records to be kept on file. These records should show a description of the winch, the condition at the time of the inspection, the date stamp on the winch if present, the date the inspection was performed, the vehicle unit number the winch is presently on and the person who performed the inspection.

INSPECTION

A winch shall be removed from service if any of the following conditions exist:

- Working Load Limit (WLL) is illegible
- Mandrel is not free to rotate when the pawl is released
- Pawl is not free to drop into the sprocket by gravity
- Excessive corrosion
- End cap is deformed and will not permit use of winch bar
- Distorted or deformed components
- Cracks, broken or malfunctioning components
- Cracked winch welds
- Cracked weld at winch attachment point
- Deformed or worn winch track
- Any other visible damage which causes doubt as to the strength of the winch or winch track

No repairs of winches, winch components or winch track shall be permitted.

ADDITIONAL RESOURCES

Commercial Vehicle Safety Alliance (CVSA)
 North America Standard Out of Service Criteria (00SC)
 6303 Ivy Lane, Suite 310
 Greenbelt, MD 20770
 Phone (301) 830-6143
 Fax (301) 830-6144

www.cvsa.org

In Canada Contact:
 The Ministry of Transportation
 In Each Province.
 Canadian Council of Motor
 Transport Administrators
 223 St. Laurent Blvd.
 Ottawa, Ontario K1G 4J8
 Telephone: (613) 736-1003
 Fax: (613) 736-1395
 Email: ccmta-secretariat@ccmta.ca
 Canadian Ministry of Transportation
 Queen's Park / Minister's Office
 7 Wellesly Street West
 Ferguson Block, 3rd Floor
 Toronto, Ontario M7A 1Z8
 Telephone: (416) 327-9200

WEB SLING & TIE DOWN ASSOC., INC.
 9 Newport Drive, Suite 200
 Forest Hill, MD 21050
 Phone: (443) 640-1070
 Fax: (443) 640-1031
 Email: wstda@stringfellowgroup.net
 Website: www.wstda.com

Sling Protection
 Web Slings
 Round Slings
 Synthetic Chain Slings
 Wire Rope Slings
 Chain Slings
 Shackles & Turnbuckles
 Hooks & Links
 Lifting Points
 Hoists & Blocks
 Lifting Devices
 Pipe & Hose Restraints
 Tie Down Web Assemblies
 Tie Down Accessories
 Towing & Recovery
 Rope & Cordage

Steel Webbing Winches

Super Slings winches comply with FMCSA, WSTDA-T3 and Canadian Standard 905 regulations. Available in different base configurations to suit a variety of needs and load requirements.

Item No.	Depth	Attaching Method	Slot Style	Web Size	Mount Direction	WLL (lbs)	Weight (lbs)
12-LW1880	Standard	Weld-On/Bolt-On	Hex Drive	2"	Universal Mount	3300	3.8
12-LW1880-1	Standard	Weld-On/Bolt-On	Hole for Bar	2"	Universal Mount	3300	3.8
12-LOW-WO/3BAR	Low Profile	Weld-On	3-Bar	4"	Side Mount	6000	9.5
12-LOW-P	Low Profile	Portable	STD Size	4"	Side Mount	5500	10.1
12-LOW-WO	Low Profile	Weld-On	STD Size	4"	Side Mount	5500	7.3
12-STD-P-3BAR	Standard	Portable	3-Bar	4"	Bottom Mount	6000	11.3
12-48101-STD-3B	Standard	Sliding	3-Bar	4"	Bottom Mount	6000	10.4
12-STD-WO/3BAR	Standard	Weld-On	3-Bar	4"	Bottom Mount	6000	11.3
12-STD-P	Standard	Portable	STD Size	4"	Bottom Mount	5500	8.6
12-STD-SLID	Standard	Sliding	STD Size	4"	Bottom Mount	6000	8.3
12-STD-WO	Standard	Weld-On	STD Size	4"	Bottom Mount	5500	8.6
12-STOR-P	Storable	Portable	STD Size	4"	Bottom Mount	5500	11.1
12-STOR-SLID	Storable	Sliding	STD Size	4"	Bottom Mount	6000	8.2
12-STOR-WO	Storable	Weld-On	STD Size	4"	Bottom Mount	5500	9.1



LW1880



LW1880-1



LOW-WO/3BAR



LOW-SLIDING



LOW-P



LOW-WO



STD-P-3BAR



48101-STD-3BSL



STD-WO/3BAR



STD-P



STD-SLID



STD-WO



STOR-SLID



STOR-WO

WARNING: NEVER EXCEED WORKING LOAD LIMIT!

Failure to follow instructions can result in serious property damage, injury or death!

For full user manual please visit www.superslings.ca

Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Accessories
Tie Down Web Assemblies
Towing & Recovery
Rope & Cordage

WINCH TRACK AND BARS



Steel C Track – Formed from high strength 1/4" steel plate

Weight:	39.0 lbs / 17.73 kg
Length:	6 ft / 182.88 cm
Part No.:	2830 0001



Aluminum C Track –High strength aluminum extrusion

Weight:	19 lbs / 8.64 kg
Length:	6 ft / 182.88 cm
Part No.:	2830 0003

special order



Aluminum Double L Track –Designed for Double L slider winches

Weight:	26.25 lbs / 11.92 kg
Length:	10 ft / 304.80 cm
Part No.:	2830 0004

special order

Weight:	78 lbs / 35.4 kg
Length:	12 ft / 364.76 cm
Part No.:	2830 0002

Winch Bars

Tapered and angled at the end for easy operation, Doleco's winch bar handles are knurled at two sections, and the mushroom tip helps keep the bar from slipping from the winch cap. They are heat-treated for extra strength and



Flanged mushroom tip helps keep the bar from slipping from the winch cap.



cycle tested to simulate years of heavy use. Combination winch bars can be used to release tension on chain binders. **Use caution to avoid injury. Not to be used as a cheater bar.**



Standard Painted

Weight:	5.0 lbs / 2.27 kg
Part No.:	2820 0001



Combination Box End Chrome

Weight:	6.5 lbs / 2.95 kg
Part No.:	2820 0002



Combination Chrome

Weight:	5.0 lbs / 2.27 kg
Part No.:	2820 0004



Standard Chrome

Weight:	6.5 lbs / 2.95 kg
Part No.:	2820 0003

This new industry standard winch bar offers 2 options for your use



- More efficient, easier to use in all types of weather
- Moves quickly and easily between winches
- Notable sense of "balance" and ease of use
- With its patented angle and ergonomic design replaces the standard straight winch bar

Xcel I

Weight:	5.0 lbs / 2.27 kg
Part No.:	2820 0005



- Adds a new feature for chain binders, which turns this bar into a "chain binder handle extension" for releasing only
- The Xcel II's design includes a squared attachment at the end of the handle
- Being able to release the chain binder in a controlled manner offers you the ability to re-secure the chain binder should the load begin to shift

Xcel II

Weight:	6.5 lbs / 2.95 kg
Part No.:	2820 0006

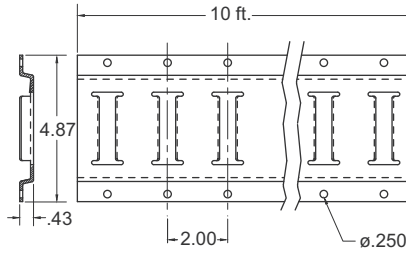
Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
The Down
The Down
Towing & Recovery
Rope & Cordage

Logistic Tracks & Assemblies

SERIES 'E' TRACK

Series E track is made of high strength 12-gauge steel for Series E end fittings, Beam Sockets and Decking/Shoring Beams.

Item No. 12-43001
Finish: Galvanized
Weight: 17.2 lbs (7.8 kg)
Length: 10ft (3m)



STANDARD WOOD BEAM SOCKET

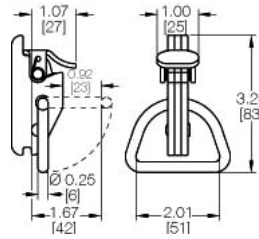
For use with standard commercial grade Douglas Fir 2-in. x 6-in. lumber.
 PLEASE NOTE: The working load limit of lumber varies widely

Item No. 12-1845
Finish: Chromate
Weight: 0.70 lbs (0.32 kg)



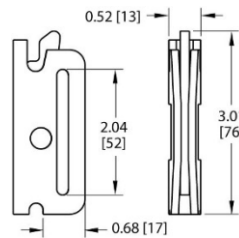
SERIES E AND A FITTING W/ D-RING.

Item No. 24-FE8301-1
Working Load Limit: 2,000 lbs
Finish: Chromate
Weight: 0.40 lbs (0.18 kg)



SERIES E FITTING

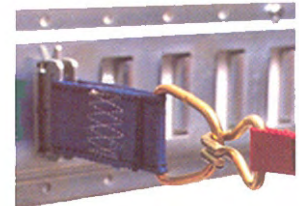
Item No. 24-FE8301-1
Working Load Limit: 2,000 lbs
Finish: Chromate
Weight: 0.40 lbs (0.18 kg)



SERIES E - ROPE TIE OFF

2" X 6" Rope tie-off strap c/w series 'E' fitting and 'D' Ring

Item No. 67-TS2X6I-DR/E
Working Load Limit: 1,000 lbs
Length: 6in
Weight: 0.36 lbs (0.16 kg)



Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Accessories Web Assemblies
Towing & Recovery
Rope & Cordage

Sling Protection	Web Slings	Round Slings	Synthetic Chain Slings	Wire Rope Slings	Chain Slings	Shackles & Turnbuckles	Hooks & Links	Lifting Points	Hoists & Blocks	Lifting Devices	Pipe & Hose Restraints	Tie Down Web Assemblies	Tie Down Accessories	Towing & Recovery	Rope & Corage
------------------	------------	--------------	------------------------	------------------	--------------	------------------------	---------------	----------------	-----------------	-----------------	------------------------	-------------------------	----------------------	-------------------	---------------

Tie Down
Web Assemblies