Car Carrier Strap

This tiedown strap has 12″ of 5/16″ G7 chain on the fixed end allowing it to be anchored on the flatbed. The cluster hook then attaches to the vehicle. 12′ long. Cluster has forged T, R and mini J hook.


PART #	WORKING LOAD LIMIT	WEIGHT
802HD12CCH	3,335 lbs.	7.5 lbs.
4821HD12CH	Replacement strap only	3.7 lbs.

Car Carrier Strap

NEW!

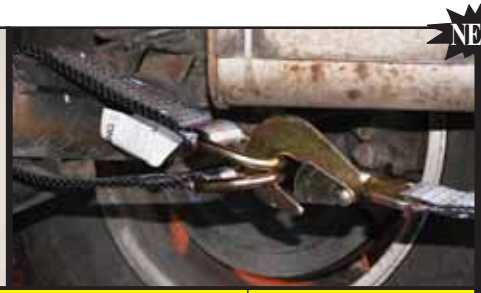
This is our newest car carrier strap. It is very similar to the strap found above but much of the hardware is eliminated. This 12′ strap has our combo mini J and T hook alone on a ring. Less hardware to mess with. Simple and light weight.


PART #	WORKING LOAD LIMIT	WEIGHT
804SHD121033	3,335 lbs.	6.3 lbs.
4821HD121033	Replacement strap only	2.3 lbs.

Car Carrier Strap

NEW!

This car carrier strap uses our chain anchor on the ratchet for securing to the wrecker bed and a twisted snap hook with latch on the adjustable end. This hook is perfect for hooking into axle straps, rings or bars. 8′ long.

PART #	WORKING LOAD LIMIT	WEIGHT
804SHD8TC	3,335 lbs.	5.8 lbs.

Car Carrier Strap

Snap hooks on both ends of this strap allows for easy hook up to "D" rings or bars. The adjustable strap encompasses the axle and the twisted snap hook attaches to a "D" ring sewn to the body of the strap. This enables the strap to be adjustable as it secures the vehicle. 12′ long with sleeve.


PART #	WORKING LOAD LIMIT	WEIGHT
802HD12TTD	3,335 lbs.	4.8 lbs.

See page 8 for definition of Working Load Limit (W.L.L.)

Always use Corner Protectors!

Towing Car Carrier Straps

4 Point Car Carrier Strap

For those looking for damage-free towing, this is your answer. This basket assembly is completely adjustable for auto or light truck tires. Each is supplied with a ratchet and chain. When the chain is secured to the key slot, ratcheting tightens the basket strap. Commonly used as a set of four. Sold as each piece.

PART #	WORKING LOAD LIMIT	WEIGHT
802HDBKC	1,665 lbs.	4.6 lbs.
802HDBKCRS	Replacement Strap only	1.5 lbs.

Car Carrier Strap

Similar in function but different in design to the strap above, this strap allows the operator to secure each wheel by choking the vehicles tires. No metal to metal contact. Commonly used in a set of four. Ratchet and chain included. Sold as each piece.

PART #	WORKING LOAD LIMIT	WEIGHT
802HDBKC2	1,665 lbs.	5.5 lbs.
802HDBKC2RS	Replacement Strap only	2.5 lbs.

Car Carrier Strap

These are handy straps for tiedowns on car carriers. The strap slips through the flatbed and is secured with a bolt. Sold as a set of four. Supplied with bolts and nuts. Commonly used on Century™ flatbeds.

PART #	WORKING LOAD LIMIT	WEIGHT
CS2D	3,335 lbs.	3.5 lbs.

Porsche® Car Carrier Strap

The low profiles of Sports cars such as Porsche™, BMW™, Mini Cooper™ and others create new problems for carrier operators. This strap is feed through the wheel rim, choked around the tire and ratcheted to an anchor point. 2" wide x 12' long with heavy "D" ring on one end. Commonly used in a set of 4. Sold as each piece.

PART #	WORKING LOAD LIMIT	WEIGHT
804SHD121028	3,335 lbs.	4.8 lbs.
4821HD121028	Replacement strap only	1.3 lbs.

See page 8 for definition of Working Load Limit (W.L.L.)

Always use Corner Protectors!

Towing Car Carrier Straps

all-grip® loose end flatbed straps are made from resin treated polyester for maximum wear and minimum stretch. 2″ wide.

		W.L.L.	WEIGHT
Part # 4821HD6T This strap has a twisted snap hook at the end w/ hook latch. 2″ x 6 ft long.		3,335 lbs.	.90 lbs.
Part # 4821HD18T 2″ Winchstrap - 18′ Long with # 1931209T Twisted Snap Hook		3,335 lbs.	1.19 lbs.
Part # 4821HD18CE 2″ Winchstrap - 18′ Long with 12″ of 5/16″ Chain		3,335 lbs.	3.1 lbs.
Part # 4821HD27F 2″ Winchstrap - 27′ Long with Flat Hook		3,335 lbs.	2.5 lbs.
Part # 4821HD12C Loose end strap with 18″ of 3/8″ chain w/ grab hook. 2″ x 12′ long.		3,335 lbs.	3.0 lbs.
Part # 4821HD12CH Also known as the replacement strap for the car carrier strap with cluster. 2″ x 10′ long.		3,335 lbs.	3.7 lbs.
Part # 4821HD121028 Also known as the replace-ment strap for the Porsche strap set. 2″ x 12′ long.		3,335 lbs.	1.3 lbs.
Part # 4821HD10AXLE This loose end strap has a built-in axle strap with wear pad. 2″ x 10 ft long.		3,335 lbs.	2.1 lbs.

See page 8 for definition of Working Load Limit (W.L.L.)

Always use Corner Protectors!

Motorcycle Slings

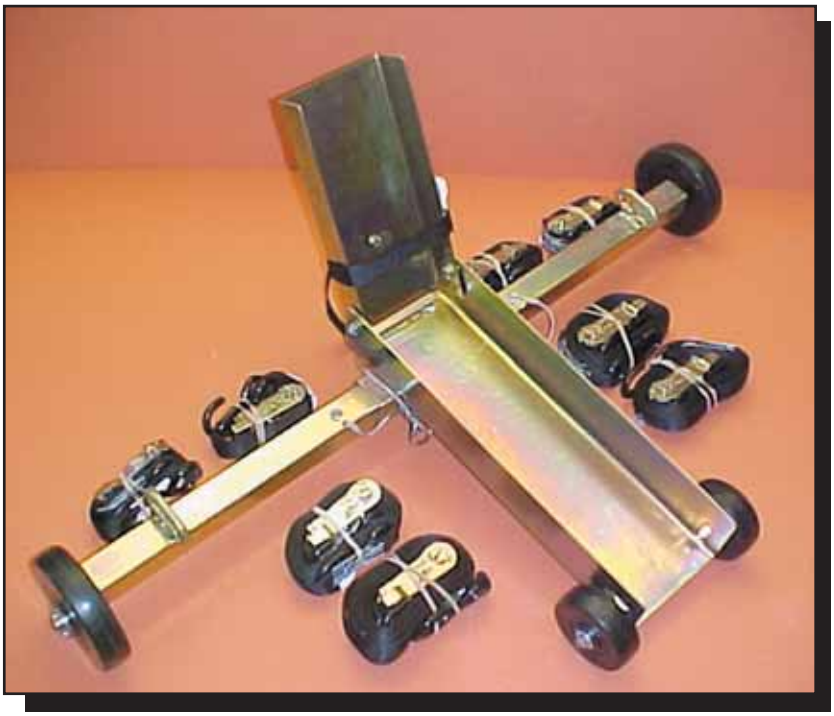
all-grip® motorcycle slings were developed to boom motorcycles effectively while avoiding damage associated with conventional chain slings. Consisting of one 4′ and one 6′ nylon sling with twisted eyes, each sling is placed through the frame of the motorcycle and then attached to the winch hook. The tires are then anchored to the wheel lift bar utilizing (2) two endless ratchet straps. It is then hoisted and is ready for transport. The MSK100 kit consists of 2 slings, 2 endless ratchet straps and a carrying case. Slings only are available as Part # MSS001, and the ratchet straps only are available as Part # 800C - 3EN.

Part #	Description	W.L.L.	Weight
MSK100	Complete Kit	2,400 lbs.	3.5 lbs.
MSS001	2 Slings Only	2,400 lbs.	1.5 lbs.
800C-3EN	2 Ratchet Straps only	800 lbs.	1.3 lbs.

PART#	WEB	LGTH	*1″ Handlebar Tiedowns*	END FITTINGS	W.L.L.	WGT.
100C2	1″	2′		Sewn eyes	1,000 lbs.	.30 lbs.

Motorcycle Dolly

Part# MD001 - Weight 49 lbs.



The all-grip® Motorcycle Dolly was designed for simplified yet stable loading of motorcycles onto carrier rollbacks. Essentially, it provides for the bike to be anchored to the dolly and the dolly then winched upon the carrier deck. The unit consists of heavy zinc plated steel components which quickly disassemble into sections which will fit into a 24″ wide tool box. The front wheel of the motorcycle is pushed into the dolly and secured with the front wheel ratchet strap. Four other ratchet straps then secure the bike to the outriggers of the dolly. Attach your V sling to the dolly and winch up to the carrier deck. Four additional ratchet straps then are used to tiedown the dolly and bike to the carrier. Made to accommodate motorcycles up to 900 lbs. Complete with four 6′ and four 16′ ratchet straps.
See page 58 for replacement ratchet straps.

See page 8 for definition of Working Load Limit (W.L.L.)

Operating Practices — Web Tiedown Straps

NYLON vs. POLYESTER

The most popular material for web tiedowns is polyester. The tough long wearing properties of polyester make it the best choice for general use. The low stretch characteristics of polyester helps to reduce load movement, maintaining load control. Polyester should never be used where alkalis are present. (see chemical data page 9)

⚠ WARNING

- Failure to read, understand and follow these instructions may cause death or serious injury.
- Read and understand these instructions before using web tiedown straps.
- Polyester tie downs should never be used where alkalis are present. (see chemical data page 9)

TAGS

Each all-grip® web tiedown has a legible tag sewn to the web body. Each tag has the date of manufacture for better accountability as well as the Working Load Limits in both pounds (lbs.) and kilograms (kgs.).

U.V. LIGHT

Environments in which web tiedowns are continuously exposed to ultra-violet light can affect the strength of web tiedowns in varying degrees ranging from slight to total degradation. To minimize these effects, store tiedowns not being used in a cool, dry and dark place. Visual indications of ultra-violet degradation are bleaching out of the color, increased stiffness and surface abrasion at points not normally in contact with the load.

⚠ WARNING

- Failure to read, understand and follow these instructions may cause death or serious injury.
- Read and understand these instructions before using web tiedowns.
- Determine that the weight of the load is within the working load limit of the web tiedown(s).
- Select a web tiedown having suitable characteristics for the type of load and environment.
- Damaged web tiedowns shall not be used.
- Web tiedowns shall be applied in a manner providing control over the load.
- All edges in contact with web tiedowns shall be padded.
- Web tie downs shall not be pulled from under a load when a load is resting on the tiedown.
- Web tiedowns should be stored in an area where they will not be subjected to mechanical damage.
- Twisting of tiedowns shall be avoided.
- Web tiedowns shall not be used at temperatures in excess of 180° F.
- Exposure to sunlight or ultraviolet light degrades the strength of synthetic fibers used in web tiedowns.
- Inspect web tie downs for damage and defects prior to each use.
- Snubbers or other devices which are designed to stretch with movement of the load shall not be used with web tiedowns.
- Anchorages shall have design strengths not less than those which are required of the tiedowns attached to them.
- No more than one web tiedown shall be attached to the same anchorage or tightening device.
- Web tiedowns shall be applied at an approximate 90° angle to the spindle of any ratchet or winch.
- The manufacturers name or trade mark shall be printed on the webbing in 5′ or less intervals.
- Web tiedowns attachments shall have a design load rating not less than that required of the web tiedown to which they are attached.
- Web tiedowns may not be repaired.
- Web tiedowns shall not be used for lifting. (use web slings)
- Connect the towing hardware of web tiedowns only to the vehicle manufacturers approved connection points on the vehicle towed.
- Do not stand between disabled vehicle and recovery vehicle.

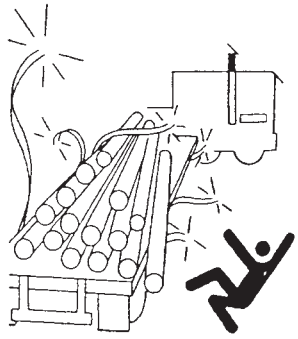
DATE

Western Sling and Supply
Sedalia, Colorado

all-grip®
Cargo Control Systems

Working Load Limit 1,665 lbs. or 755 kgs.

Date



⚠ WARNING

Can fail if damaged, misused or overloaded. Use only if trained. Observe rated load. Avoid sharp edges and exposure to acid, alkali, sunlight and temperature over 180°F. Do not use for overhead lifting. Remove from service if metal fittings are cracked, worn or deformed. DEATH OR INJURY can occur from improper use or care.

Operating Practices — Web Tiedown Straps

INSPECTIONS

Each day before being used, the web tiedown and all attachments shall be inspected for damage or defects by a competent person designated by the employer. Additional inspections shall be performed during web tiedown use, where service conditions warrant. Damaged or defective web tiedowns shall be immediately removed from service.

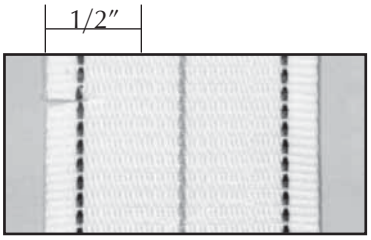
DEFECT CLASSIFICATION TABLE	
Web Size Inches	**Removal From Service Range Total Defect Size (in)**
4	Larger than 3/4″
3	Larger than 5/8″
2	Larger than 3/8″
1.75	Larger than 3/8″

REMOVAL FROM SERVICE—WEB TIEDOWNS

Web tiedowns, shall be immediately removed from service if any of the following conditions are present –

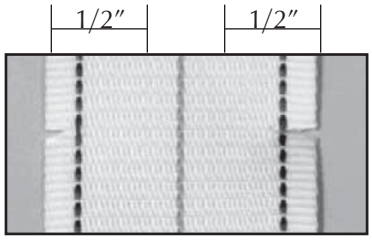
1. Cuts, burns and or holes which total more than that shown in the following Defect Classification Table
2. Separation of its load carrying stitch pattern(s).
3. Any broken, non-functioning fitting, tensioning device or hardware.
4. Any fitting, tensioning device or hardware which is obviously sprung, bent, twisted or contains visible cracks, or significant nicks or gouges.
5. Any knotted webbing, splices or other repair.
6. Any apparent defect, including but not limited to crushed areas, damaged loop ends, severe abrasion etc.

All cuts, burns, and/or holes are additive across the width of the webbing face for its entire length, but only one defect is additive for any specific width. (see below)



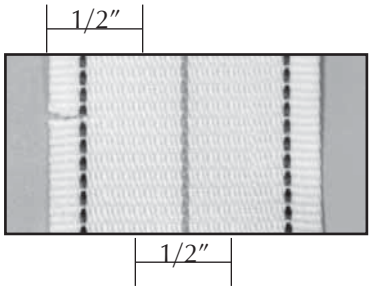
4″ WEB SAMPLE #1

Cuts on same edge are not additive
Total defect size is 1/2″
Tiedown may be used



4″ WEB SAMPLE #2

Cuts on opposite edges are additive.
Total defect size is 1″
REMOVE FROM SERVICE



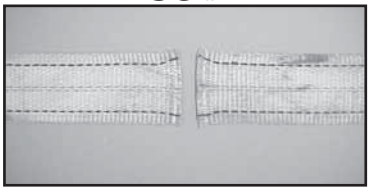
4″ WEB SAMPLE #3

Cuts and holes at different locations across the width are additive
Total defect size is 1″
REMOVE FROM SERVICE

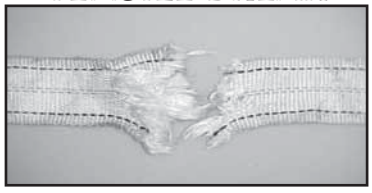
Identifying Web Damage

Not a week goes by that we do not receive a web strap from a customer who states “My Strap Broke” or “It Just Let Loose”. Well, web straps don’t just let loose and they seldom break. In most cases the failure is due to a cut. Web straps are essentially nothing more than heavy fabric. Fabric and edges from sheet metal, bumpers and the like do not mix well. A seemingly dull edge can become a knife when the strap is put under tension. Cuts can be identified by a clean straight severing of the web fibers similar to what a pair of scissors would make. Tensile breaks are the result of the web fibers being pulled beyond their physical strength. Tensile breaks are identified by the fibers being frayed and elongated. Sometimes web strap failures are a combination of a cut and then the remaining fibers are broken by tensile breaks. Heat from hot tailpipes, engine components and friction will melt the web, resulting in its failure. Sharp edges, overloading and hot surfaces are the web straps enemies.

CUT



TENSILE BREAK



HEAT DAMAGE

Always use Corner Protectors!