



# Towing — Special Tiedown Straps

## Axle Straps

Used when no metal to metal contact is required. Simply pass the strap around the axle and secure both "D" rings to your "J" hook or winch line. 2" wide in varied lengths.

Sold as each piece.



PART #	LENGTH	WORKING LOAD LIMIT	WEIGHT
CCS226	26"	3,335 lbs. in a Basket Hitch	1.0 lbs.
CCS148	48"	3,335 lbs. in a Basket Hitch	1.3 lbs.
CCS172	72"	3,335 lbs. in a Basket Hitch	1.5 lbs.
CCS1144	144"	3,335 lbs. in a Basket Hitch	2.5 lbs.

## Endless Ratchet Straps

These straps consist of a ratchet with a web tail attached on the fixed end of the ratchet. The web tail goes around the load to be secured and is fed into the mandrel of the ratchet. Ratcheting then tightens the strap around the load. Commonly known as endless ratchet straps because they form an endless loop around the load. Protective pad is sewn under the ratchet on the 2" wide units.

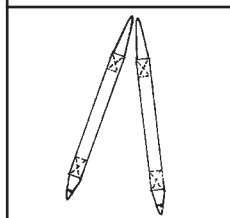


PART #	LENGTH	WORKING LOAD LIMIT	WEIGHT
800C6EN	6'	1,000 lbs. in a Basket Hitch	1.0 lbs.
800C12EN	12'	1,000 lbs. in a Basket Hitch	1.2 lbs.
800C20EN	20'	1,000 lbs. in a Basket Hitch	1.4 lbs.
802HD6EN	6'	3,335 lbs. in a Basket Hitch	2.5 lbs.
802HD12EN	12'	3,335 lbs. in a Basket Hitch	2.8 lbs.
802HD20EN	20'	3,335 lbs. in a Basket Hitch	3.3 lbs.

## Vulcan Type Cradle Straps

PART #	WORKING LOAD LIMIT	WEIGHT
VCS100	1,665 lbs.	3.8 lbs.

These are the Vulcan cradle slings that have become hard to find. Heavy duty sling web and reinforced eyes make these better than the original. 3" wide x 60" long.



## Utility Strap

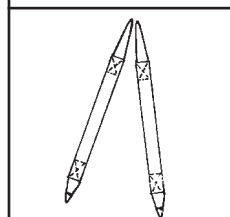
These are handy straps to have on board any wrecker for emergency tie-down or securement. Flat snap hooks with safety latches at both ends.



PART #	SIZE & LENGTH	WORKING LOAD LIMIT	WEIGHT
802HD121204	2" x 12'	1,665 lbs.	4.5 lbs.

PART #	WORKING LOAD LIMIT	WEIGHT
VCA100	1,665 lbs.	4.6 lbs.

Same as the standard Vulcan cradle strap but supplied with an extra fitting for adjustment. 3" wide x 60" long.

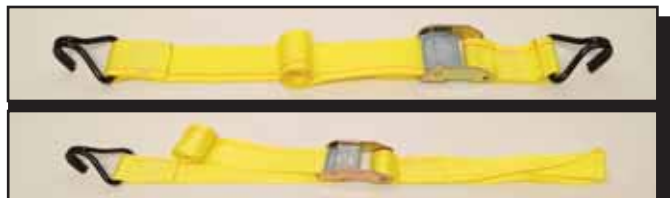




# Towing — Special Tiedown Straps

## Steer-Lok

### Steering Wheel Securement Strap



Part #	Working Load Limit	Weight
SL1300-05	400 lbs.	1.5 lbs.
SL1300-00	400 lbs.	1.0 lbs.

The Steer-Lok strap secures the steering wheel by placing the fixed end around the steering wheel and attaching the other end under the seat or brake pedal. Pulling the adjustable strap end until all slack is removed secures the wheel. The strap is released by pressing the cam lever. Two types to choose from.

**⚠ CAUTION**

*Do not over tighten strap or damage to the steering column could occur.*

## Steer-Lok II

### Steering Wheel Securement Strap



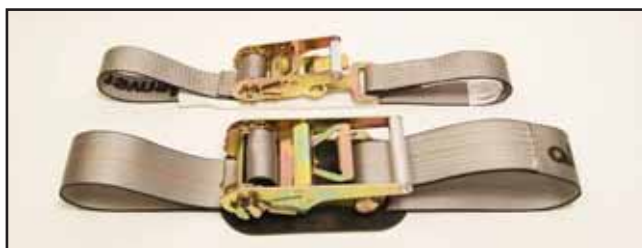
Our best steering wheel lock. The Steer-Lok II strap secures the steering wheel by placing the large hook around the steering wheel and attaching the other end under the seat or brake pedal. Pulling the adjustable strap end until all slack is removed secures the wheel. The strap is released by pressing the cam lever. Strong... Like Bull!



Part #	Working Load Limit	Weight
SL1300-14	400 lbs.	1.5 lbs.

## Under Reach Straps

**all-grip®** Underreach Straps are available in 2" or 3" web widths. They are a must for securing a vehicle to the forks of an underreach tow truck. Encompassing both the axle of the towed vehicle and the underreach bar and then ratcheting tight, secures the vehicle. Supplied with sliding sleeve wear pad. Sold as each piece. Always use safety chains.



Part#	Wth x Lgth	W.L.L.	Wt.
UR20M	2" x 54"	3,335 lbs.	4.2 lbs.
UR30M	3" x 64"	5,000 lbs.	10.6 lbs.

## Replacement Parts For Under Reach Straps

Part#	Description	Wt.
UR20MRS	strap and pad for UR20M	2.2 lbs.
1930802	ratchet for UR20M	2.0 lbs.
UR30MRS	strap and pad for UR30M	4.5 lbs.
2500806S	ratchet for UR30M	6.1 lbs.

## Under Reach Loadbinder

This loadbinder assembly makes quick work of securing heavy vehicles to your under reach bar. It's short T handle allows for leverage in tight spaces. The chain is 3/8" Grade 70 and is 7 ft. long. Working load limit is 6,600 lbs.

**Part # UR5400**  
**Weight - 28 lbs.**

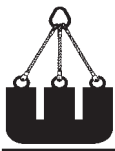


## Jerr Dan™ Under Reach Basket Strap

These are the medium & heavy duty wheel basket straps for Jerr Dan under reach. Working load limit is 7,000 lbs.



Part#	Description	Wt.
WLS2400	Medium Duty	3.0 lbs.
WLS2500	Heavy Duty	3.2 lbs.




# Towing 1" & 2" Cargo Straps



**all-grip®** offers a wide selection of cam buckle and ratchet straps. Whether you need a 1" cam buckle strap for motorcycle tiedowns, or a 2" ratchet strap for car carrier tiedowns, **all-grip®** has the strap for you.

- *Versatile*
- *Lightweight*
- *Easily Stored*
- *Special fittings & lengths available*

## Series 605 & 800 1" Tiedown with Cam Buckle or Ratchet - Hooks at Each End - Light Duty

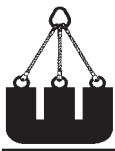
Part #	Wth	Lgth		End Fittings	Minimum Break Strength	W.L.L.	Wgt.
605C-6S	1"	6'		#1931001-1	1,200 lbs.	400 lbs.	1.0 lbs.
605C-12S	1"	12'		Vinyl Coated			1.2 lbs.
605C-18S	1"	18'		"S" Hook			1.5 lbs.
800C-6S	1"	6'		#1931001-1	3,000 lbs.	1,000 lbs.	1.3 lbs.
800C-12S	1"	12'		Vinyl Coated			1.5 lbs.
800C-18S	1"	18'		"S" Hook			1.7 lbs.

## Series 804 2" Ratchet with Wide Long Handle - Hooks at Each End - Heavy Duty

804HD27F	2"	27'		#2501015 Flat Hook	10,000 lbs.	3,335 lbs.	6.2 lbs.
804HD27W	2"	27'		#2501006 Wire Hook	10,000 lbs.	3,335 lbs.	5.9 lbs.
804HD27T	2"	27'		#1931209T Snap Hook	10,000 lbs.	3,335 lbs.	5.7 lbs.

## Fixed Ends for 804 2" x 18" Long with loop one end and hardware other end



4821HD1.5F	2"	18"		#2501015 Flat Hook	10,000 lbs.	3,335 lbs.	1.0 lb.
4821HD1.5W	2"	18"		#2501006 Wire Hook	10,000 lbs.	3,335 lbs.	1.0 lb.
4821HD1.5T	2"	18"		#1931209T Snap Hook	10,000 lbs.	3,335 lbs.	1.1 lbs.



# Towing 3" & 4" Cargo Straps

## Series 806

3" Ratchet with Long Handle - Hooks at Each End - Extra Heavy Duty






Part #	Wth	Lgth		End Fittings	Minimum Break Strength	W.L.L.	Wgt.
806XHD30F	3"	30'		#2501021 Flat Hook	15,000 lbs.	5,000 lbs.	12.4 lbs.
806XHD30C	3"	30'		#1933705 Chain Anchor	15,000 lbs.	5,000 lbs.	15.5 lbs.

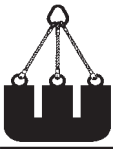
## Series 808

4" Ratchet with Long Handle - Flat Hooks at Each End - Extra Heavy Duty

808XW30F	4"	30'		#2501021 Flat Hook	15,000 lbs.	5,000 lbs.	14.3 lbs.
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## Loose End Cargo Straps - 4" Wide

PART NUMBER & DESCRIPTION		Webbing Min. Break Strength	Assembly Min. Break Strength	W.L.L.	Weight
<b>Part # 4821HD37F</b> 4" Winchstrap - 37' Long with #2501021 Flat Hook		20,000 lbs.	15,000 lbs.	5,000	5.3 lbs. lbs.
<b>Part # 4821XW30F</b> 4" Winchstrap - 30' Long with #2501021 Flat Hook		20,000 lbs.	15,000 lbs.	5,000	5.0 lbs. lbs.
<b>Part # 4821XW30V</b> 4" Winchstrap - 30' Long with #2501026 V Ring		20,000 lbs.	15,000 lbs.	5,000	5.1 lbs. lbs.
<b>Part # 4821XW30G</b> 4" Winchstrap - 30' Long with #1933704 Grab Hook		20,000 lbs.	15,000 lbs.	5,000	5.3 lbs. lbs.
<b>Part # 4821XW30C</b> 4" Winchstrap - 30' Long with #1933705 Chain Anchor		20,000 lbs.	15,000 lbs.	5,000	8.0 lbs. lbs.



# Special Cargo Straps

Known as logistic or Van Straps, these tiedowns have the spring loaded E Track fittings which allow for secure attachment into Horizontal or Vertical E Track. The Series 1100 uses the Ratchet and the Series 1300 uses the Spring Operated Cam Buckle. Both have a 4 ft. fixed end and are available in lengths of 12 ft., 16 ft. and 20 ft.

## Series 1100 2" Logistic Strap with Ratchet - medium duty

PART #	WTH & LGTH	COLOR	END FITTINGS	W.L.L.	WGT.
1110-26	2" X 12'	Yellow	#2501826	1,000 lbs.	2.4 lbs.
1111-26	2" x 16'	Yellow	Spring Loaded		2.6 lbs.
1112-26	2" x 20'	Yellow	E Track Fittings		2.8 lbs.

## Series 1300 2" Logistic Strap with cam buckle - medium duty

PART #	WTH & LGTH	COLOR	END FITTINGS	W.L.L.	WGT.
1310-26	2" x 12'	Yellow	#2501826	835 lbs.	1.6 lbs.
1311-26	2" x 16'	Yellow	Spring Loaded		1.7 lbs.
1312-26	2" x 20'	Yellow	E Track Fittings		1.8 lbs.

## Auto Van Strap



PART #	DESCRIPTION	WTH & LGTH	END FITTINGS	W.L.L.	WGT.
802HD6ECH	AUTO VAN STRAP	2" x 6'	Cluster/Floor E Fitting	1,360 lbs.	6.0 lbs.

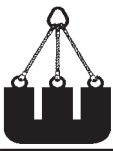
These straps are made to secure autos in trailers equipped with floor mounted Series E or A track. The Floor E Fitting is attached to the track and the cluster hook has options for mounting to the frame of the auto.

## Series E Track - Horizontal

PART #	WTH & LGTH	FINISH	MINIMUM YIELD	WGT.
25018297	5" x 5'	Painted	50,000 PSI	8 lbs.

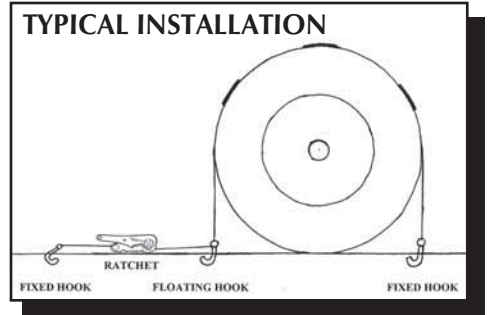
## Rope Tie-Offs

PART #	WTH & LGTH	END FITTINGS	W.L.L.	WGT.
1608-26	2" x 6"	D Ring / E Track Fitting	835 lbs.	.40 lbs.
1608-30	2" x 6"	D Ring / Floor E Track Fittings	1,360 lbs.	.70 lbs.
VR21	N/A	Round Ring / E Track Fittings	1,360 lbs.	.20 lbs.



# Special Transport Straps

Auto haulers and transporters have long used chain assemblies for their tie downs. They secure the chain to the vehicle frame and use a chain winch to snug it down. This application can overload the vehicle's suspension as the transporter travels hundreds if not thousands of miles. The four new soft web tie downs found below, provide an alternative to this method of securement. All four models work in a similar manner in that each has both a fixed and a sliding hook which anchors to the pouch pockets on either side of the tire. Ratcheting the strap tightens the tire to the hauler deck. This method eliminates suspension compression. Choose the strap that best suits your needs.



**PART NO. 804SHDH1 7.2 lbs.** This strap goes over the wheel and comes with wire hooks, two fixed and one floating. Three rubber cleats engage and are retained within the tread of the tire. Tightening the supplied ratchet secures the wheel to the deck. W.L.L. is 3,335 lbs.



**PART NO. 804SHDH2 7.4 lbs.** This strap goes over the wheel and comes with swivel type finger hooks, two fixed and one floating. Three rubber cleats engage and are retained within the tread of the tire. Tightening the supplied ratchet secures the wheel to the deck. W.L.L. is 3,335 lbs.



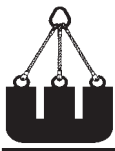
**PART NO. 804SHDH3 7.1 lbs.** This strap baskets the wheel and comes with swivel type finger hooks, two fixed and one floating. Tightening the supplied ratchet pulls the basket down tight, securing the wheel to the deck. W.L.L. is 3,335 lbs.



**PART NO. 4821HDH4 6.2 lbs.** This strap goes over the wheel and comes with 2 wire hooks, one fixed and one floating. Three rubber cleats engage and are retained within the tread of the tire. The other end has a fixed grab hook for attachment to your existing chain and chain winch. W.L.L. is 3,335 lbs.



**PART NO. WH52-52 .90 lbs.** This is the swivel finger hook, also known as an Idler hook when allowed to float on the strap for adjustment of varies size tires. W.L.L. is 3,335 lbs.



# 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	<p><b>all-grip</b>® Cargo Control Systems</p> <p>Working Load Limit 1,665 lbs. or 755 kgs.</p> <p>Date</p>		<p><b>! WARNING</b></p> <p>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.</p>
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# 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.

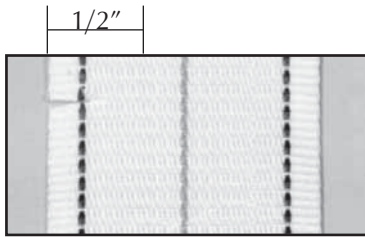
DEFECT CLASSIFICATION TABLE	
Web Size Inches	Removal From Service Range Total Defect Size (in)
4	Larger than 3/4"
3	Larger than 5/8"
2	Larger than 3/8"
1.75	Larger than 3/8"

### REMOVAL FROM SERVICE—WEB TIEDOWNS

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

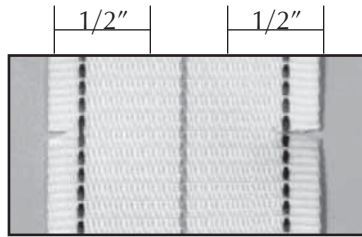
1. Cuts, burns and or holes which total more than that shown in the following Defect Classification Table
2. Separation of its load carrying stitch pattern(s).
3. Any broken, non-functioning fitting, tensioning device or hardware.
4. Any fitting, tensioning device or hardware which is obviously sprung, 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)



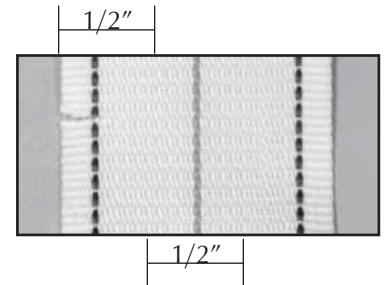
#### 4" WEB SAMPLE #1

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**



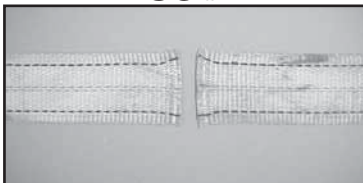
#### 4" WEB SAMPLE #3

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

