



General Safety Warnings

- PRIOR TO USING ANY PRODUCT FROM THIS WEBSITE OR CATALOG, CAREFULLY READ AND FOLLOW ALL AVAILABLE INSTRUCTIONS, WARNINGS AND SAFETY INFORMATION THAT ACCOMPANIES AND THAT IS ON THE PRODUCT.
- IT IS THE OWNER'S/USER'S RESPONSIBILITY TO EVALUATE THE SUITABILITY OF ANY CARGO SECURING DEVICE OR OTHER PRODUCT FOR ANY PARTICULAR NEED OR APPLICATION. CHECK ALL APPLICABLE FEDERAL, PROVINCIAL, STATE, INDUSTRY, TRADE ASSOCIATION, AND LOCAL REGULATIONS.
- ALL RATINGS REFERENCED IN THIS WEBSITE OR CATALOG ARE FOR PRODUCTS IN NEW CONDITION. AGE, WEAR, DAMAGE, DETERIORATION, AND ENVIRONMENTAL EXPOSURE CAN GREATLY REDUCE STRENGTH. ALL PRODUCTS SHOULD BE REGULARLY INSPECTED AND ANY WORN, CUT, AGED, DAMAGED, MISUSED, OVERUSED, OR IMPROPERLY MAINTAINED PRODUCT SHOULD NOT BE USED AND SHOULD BE TAKEN OUT OF SERVICE AND REPLACED IMMEDIATELY.
- IN MOST CASES, THE WORKING LOAD LIMITS REFERENCED IN THIS WEBSITE OR CATALOG ARE RATED AT ONE-THIRD OF THE BREAKING STRENGTH. RATINGS ARE BASED ON A STRAIGHT TENSILE PULL. LOAD DIRECTIONS OTHER THAN STRAIGHT CAN RESULT IN A SIGNIFICANT REDUCTION IN BREAKING STRENGTH.
- LISTED BREAKING STRENGTHS DO NOT IMPLY ANY PARTICULAR WORKING LOAD LIMIT.
- ALL CARGO RESTRAINING ASSEMBLIES OR SYSTEMS ARE ONLY AS STRONG AS THE WEAKEST COMPONENT, INCLUDING THE POINT OF ATTACHMENT. CAUTION: NEVER EXCEED THE WORKING LOAD LIMIT OF ANY COMPONENT.

FAILURE TO FOLLOW INSTRUCTIONS, WARNINGS, AND PROPER USE, CARE AND INSPECTION CRITERIA MAY RESULT IN CARGO DAMAGE, SEVERE PERSONAL INJURY, OR DEATH. THESE PRODUCTS ARE USED ENTIRELY AT THE USERS' OWN RISK. USE OF THESE PRODUCTS DEMONSTRATES AN UNDERSTANDING OF THE WARNINGS AND THE RISKS INVOLVED.

CHAIN WARNINGS:

- Inspect the entire chain before each use. Do not use if the chain is elongated, or has nicks, cracks, and gouges in any link.
- Do not expose the chains to temperatures outside the -40 °F to 400 °F temperature range or to chemically active environments such as acids and corrosive liquids.
- Remove the chain from service if the material thickness at any location of the chain link is less than the minimum thickness listed in the National Association of Chain Manufacturers (NACM) welded chain specifications.
- Each chain is only as strong as its weakest link, including the point of attachment.

NEVER EXCEED THE WORKING LOAD LIMIT (WLL).

CHAIN BINDER WARNINGS:

LOAD BINDING SYSTEMS STORE ENERGY THAT CAN RELEASE SUDDENLY, CAUSING SERIOUS INJURY OR DEATH. STAY CLEAR OF BINDER, AS IT MAY SUDDENLY RELEASE WITH FORCE.

FAILURE TO COMPLY WITH THIS WARNING MAY RESULT IN SERIOUS INJURY, DEATH, OR CARGO DAMAGE. THIS PRODUCT IS USED ENTIRELY AT THE USERS' OWN RISK. USE OF THIS PRODUCT DEMONSTRATES A CLEAR UNDERSTANDING OF THE WARNINGS AND RISKS INVOLVED.

- Select the load binder that meets the Working Load Limit (WLL), grade of the chain, grab hook, and anchor point intended to be used with the binder.
- Inspect the load binder before each use. Do not use if it is defective, deformed or damaged in any way; do not repair or attempt repair; immediately remove the binder from service.
- Do not use lever bars, "cheater bars" or extenders when tightening chain binders. Hand tightening will load the binder to its specified Working Load Limit (WLL).
- Tighten chain by positioning the load binder so the handle can be pulled downward.
- When operating, stand securely on the ground; do not stand on the load.
- Each load binder must be secured in a manner that prevents it from becoming loose, opened, or released while vehicle is in transit. Latches, chain wrap, or other means should be used to secure the load binder handle.
- Use extreme caution when releasing the load. Position body out of handle path as stored energy can suddenly transfer to the handle during release, causing serious injury or death.
- Periodically clean and lubricate all moving parts of the chain binder.
- Refer to the applicable Federal, Provincial, State, and Local regulations.

NEVER EXCEED THE WORKING LOAD LIMIT (WLL). REMEMBER, ALL ASSEMBLIES ARE ONLY AS STRONG AS THEIR WEAKEST POINT, INCLUDING THE POINT OF ATTACHMENT.

OVERHEAD LIFTING SLINGS WARNINGS:

- Synthetic products can fail if damaged, misused or overloaded. Inspect slings before each use. Slings are NOT for use by untrained personnel. Death or serious injury can occur from the improper use, maintenance or lack of regular inspection for damage or defects.
- Synthetic products can be cut through contact with load edges. Padding or protection of sufficient strength and thickness must be used to protect the sling from damage.
- Do not use slings to pull on objects in a snagged or constrained condition.
- Position the body out of the path between the sling and the load. Stand clear of the suspended loads.
- Never use slings when the load may possibly slip or slide. This loss of control can result in sling failure, serious injury or death. Always control the load.
- Do not use if the red core warning yarns or any inner core fibers are visible. Do not use if cuts, abrasions, knots or other defects are present.
- Never overload the sling beyond the Working Load Limit (WLL). Always take into account the effect that angles have on reducing sling capacity.
- Never expose slings to alkalis, acids, caustics and temperatures above 194 °F/90 °C and below -40 °F/ -40 °C.
- Do not expose slings to extensive sunlight or ultraviolet light. Store slings in a cool and dry place when not in use.
- Do not use slings if the attached fittings are damaged, stretched, distorted or corroded.

RUBBER OR EPDM TARP STRAP WARNINGS:

FAILURE TO COMPLY WITH THIS WARNING MAY RESULT IN SERIOUS INJURY, DEATH, OR CARGO DAMAGE.

- PCC Tarp Straps are designed solely to hold tarps in place. Tarp straps should not be used for restraining or securing cargo.
- Tarp Straps should not be used for any lifting, raising, or lowering applications.
- Discard any or all Tarp Straps with nicks, cuts, cracks, or if the "S" Hooks are bent, damaged or corroded. Do not replace the hook with any hook of inferior

quality.

- Eye protection during connection and disconnection of tarp straps is required. Keep both feet firmly on the ground and position body out of the potential strap rebound path.
- Tarp Strap should not be stretched to more than 50% of the original length. Over tensioning may cause the tarp strap to break causing serious injury or death.
- Tarp Straps should not be anchored around sharp edges or pulled over any abrasive surfaces.
- Sudden rupture or sudden disconnection of a tarp strap while it is in the stretched position may cause serious personal injury or death.
- Protect tarp straps from exposure to heated environments and hot surfaces.
- User should always fasten tarp straps to a load in a clear space which is free of any moving vehicles or objects.

TRACK WARNINGS:

- To achieve optimal working load limit (WLL) of a complete tie-down system that includes the sliding winch track, the track must be properly attached to a structurally sound frame element. Welding may emit toxic fumes. Welding should only be done by qualified personnel ('Qualified Person' as defined in the Web Sling & Tie Down Association T-1 Standard) with adequate ventilation and proper safety equipment.

WEBBING STRAP ASSEMBLY WARNINGS:

- Inspect entire assembly before each use. Do not use if hardware is defective; webbing is burnt, melted, cut, frayed, abraded, altered, or if any damage to assembly is seen.
- Warranty is void if the strap is cut, abraded or has been subjected to abnormal wear and tear.
- DO NOT EXCEED THE WORKING LOAD LIMIT (WLL). DO NOT USE FOR LIFTING, TOWING OR PERSONAL RESTRAINT.
- Ratchets, buckles, cams or other tensioning or locking devices must be closed and in locked position when used.
- Strength is significantly reduced if load path is not in a straight line.
- Avoid sharp edges. Use corner protectors per Federal law.
- Webbing should be stored in a cool, dry and dark location.
- Environments in which synthetic webbing Tie Down assemblies are continuously exposed to ultraviolet light can affect the strength of synthetic webbing in varying degrees, ranging from slight to total degradation.
- Polyester and nylon webbing shall not be used at temperatures in excess of 194 degrees F (90 degrees C) or below minus 40 degrees F (-40 degrees C).
- Do not repair webbing, hardware or stitching. Remove from service

- immediately if any damage or defect is discovered.
- Anchor points must be rated equal to or greater than the cargo control assembly strength.
 - Do not use 'cheater bars' or lever bars on hardware when tensioning.
 - Per U.S. Federal Motor Carrier Safety Administration 49 CFR Part 393.106(d)

The aggregate working load limit of tiedowns used to secure an article or group of articles against movement must be at least one-half times the weight of the article or group of articles. The aggregate working load limit is the sum of:

1. One-half the working load limit of each tiedown that goes from an anchor point on the vehicle to an anchor point on an article of cargo;
 2. One-half the working load limit of each tiedown that is attached to an anchor point on the vehicle, passes through, over, or around the article of cargo, and is then attached to the anchor point on the same side of the vehicle.
 3. The working load limit for each tiedown that goes from an anchor point on the vehicle, through, over, or around the article of cargo, and then attaches to another anchor point on the other side of the vehicle.
- Per Canada National Safety Code for Motor Carriers, NSC Standard 10 Cargo Securement

Minimum Strength of Securement System

1. In this section, the 'aggregate working load limit' is the sum of One-Half of the working load limit for each end section of a tiedown that is attached to an anchor point.
2. The aggregate working load limit of the cargo securement system used to secure an article of cargo on or within a vehicle shall not be less than 50% of the weight of the article.
3. The aggregate working load limit of the cargo securement system used to secure a group of articles of cargo on or within a vehicle shall not be less than 50% of the total weight of the group.

Owners/users of cargo restraint equipment should be familiar with the above documents in their entirety as applicable.

WINCH BAR WARNINGS:

- Failure to comply with this warning may result in serious personal injury or death.
- Inspect winch, chain binder, and winch bar for defects and damage before each use. Do not use if defective, broken, worn, cracked, or deformed. Do not repair; remove from service immediately.
- Never extend or alter the winch bar. Position the body properly and keep both feet flat on ground during use.
- This product is used entirely at the user's own risk. Use of this product demonstrates a clear understanding of this warning and the risks involved.
- Refer to the applicable Federal, Provincial, State, and Local regulations for loading & transportation

procedures and requirements. RE-ORDER AS ABOVE

When using a winch bar with winches:

- Winch bar must be properly engaged or the winch bar point must be inserted through two holes in the winch cap during use. Failure to properly engage the winch bar or insert the winch bar point through two holes may cause damage or failure of the winch or winch bar, leading to serious personal injury or death.
- Position the body out of the rotation path in case of winch bar slippage. Maintain control of the winch bar to keep bystanders out of the winch bar handle rotation path.
- During tightening and before releasing the tiedown assembly, the winch pawl must be checked for correct engagement.

If using a winch bar with optional chain

binder cradle with chain binders:

- Follow chain binder manufacturer's recommendations.
- Chain binder handle must be fully inserted and securely locked in winch bar cradle. Failure to properly secure chain binder handle in the winch bar may cause damage or failure of the winch bar or chain binder, leading to serious personal injury or death.
- Position the body out of the winch bar handle rotation path in case of winch bar slippage.

If using a 7005-R (Combination Ratchet

Winch Bar) with a winch or lever binder:

- Please read and follow the product Warning and Operating Instructions.

WINCH WARNINGS:

- **All PCC winches have been manufactured to ensure proper pawl-to-gear/sprocket engagement through the force of gravity when positioned, installed, and used properly. Winches should be installed so the user can readily see the pawl to ensure proper engagement. Winches should never be installed in a position where the user must hold the pawl to engage the gear/sprocket tooth. All winches except bolt-on, portable and slider winch designs, must be welded to the trailer frame or sound structural element. Minimum welding requirements are 1/4 inch fillet weld, 4 inches long on both sides of the winch frame and 1/8 inch penetration. Welding may emit toxic fumes. Welding should only be done by trained personnel with adequate ventilation and proper safety equipment.**
- **To ensure user safety when tightening or loosening winches, always maintain a firm grip on the winch tightening bar. Never release a winch bar from its leveraged position without visually checking the pawl to ensure that it is fully engaged between the gear/sprocket teeth. Releasing a winch bar without the pawl being properly engaged can cause serious injury to the user or bystanders. Pacific recommends the use of a slip resistant handle winch bar specifically designed to tighten or loosen winches. Only winch bars designed to be used with winches shall be used to tension and release the tiedown. (PCC Winch Bar Part No.s 7002, 7003, 7004, 7005, and 7005-R, refer to PCC's Flatbed Products section on the website or PCC's Flatbed Products Catalog).**

- **Winches should never be used as pulling or lifting devices.**
- **"Cheater Bars" or "Extenders" should never be used with any winch bar.**
- **All binders should be checked frequently during cargo transit and retensioned as required by Department of Transportation Regulations, 49 CFR Part 392, Section 392.9(b)(2)&(b)(3) and Federal Motor Carrier Safety Administration, Part 396, Section 396.3.**