

CARGO RESTRAINT COMPARISON



Product Ratings

[1]	Weakest Component Break Test* (Safety Factor of 3)	WLL 492 lbs (AS ADVERTISED)	Unavailable Information	WLL 450 lbs (AS ADVERTISED)
[2]	Complete Assembly / Sling Break Test** (Safety Factor of 3)	WLL 1,967 lbs	WLL 750 lbs	WLL 1,896 lbs
[3]	Complete Assembly / Sling Break Test** (Safety Factor of 1.5)	WLL 3,936 lbs	WLL 1,500 lbs (AS ADVERTISED)	WLL 3,792 lbs

Individual Ratings

Webbing (Break Strength)	6,300 lbs 2" Polyester webbing	Unrated 1.5" Polypropylene webbing	6,000 lbs 2" Polyester webbing
Straps/Tiedowns	Detachable with rated Aluminum Climbing Carabiners	Detachable with Snap-Hooks & S-hooks	Non-detachable with S-hooks
WLL Rated Straps/Tiedowns	Yes - 492 lbs	No	No
Attachment to Truck Hardware (Break Strength)	3,250 lbs Rated Carabiner	600 kg marked Snap-Hook (Unsure of rating)	2,000 lbs Rated S-Hook
Attachment to Net Hardware (Break Strength)	1,925 lbs rated <i>Flowstrap Buckle</i>	Unrated <i>Grommet</i> 600 kg rated <i>Cam Buckle</i>	1,500 lbs rated <i>Quick Tie Buckle</i>
DOT Compliant	Yes	Yes	Yes
Engineering Documents	Available	Found but Unsure of Availability (Previously on website but no longer there)	Unsure of Availability (Not promoted)

***Weakest Component Break Test** Test conducted by using a calibrated hydraulic ram to break each component systematically in a controlled environment

****Complete Assembly Break Test**
Sling Style Test Method:
Test done by suspending the cargo net by 4 corners while adding weight until maximum failure point is determined
Not a suitable test method for cargo nets or tie-downs being used for automotive applications

[1]	Weakest component Break Test Safety Factor of 3 (Industry Standard)	A Safety Factor of 3 is the standard for complying to NSC 10 legislation and the industry standard for rating a cargo net, sling or tie down Equation: Break Limit of Weakest Component ÷ 3 = Working Load Limit (WLL)
[2]	Complete Assembly / Sling Break Test Safety Factor of 3	Not a preferred test method for rating any type of restraint system for vehicle applications as loads are never evenly distributed throughout the restraint in real environment situations Equation: Break Limit of Complete Assembly ÷ 3 = Working Load Limit (WLL)
[3]	Complete Assembly / Sling Break Test Safety Factor of 1.5 (Not Industry Standard)	In addition to the sling test, using a much less safety factor calculation of 1.5 is not recognized nor compliant to NSC10 legislation. No ethical cargo net or tie-down manufacturer such as BEDNET, Kinedyne or Quarantine Restraints would use such a misleading rating calculation Equation: Break Limit of Complete Assembly ÷ 1.5 = Working Load Limit (WLL)

NOTE: Quarantine Restraints & BEDNET do not endorse a 1.5 safety factor calculation to determine a products' Working Load Limit (WLL), nor do they market or promote their products in this manner. Safety is our main priority.