TIE-DOWN CHAIN AND LOADBINDER SPECIFICATIONS

PEERLESS
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This chart is provided as a guide to meet the basic minimum current in-service requirements in accordance to the FMCSA and the DOT. The following table lists the minimum number of chain assemblies required to secure a load per DOT, CVSA and CCMTA.

*Many factors affect the proper method of cargo securement including the length and type of the cargo to be secured. Refer to the most recent revision of The Department of Transportation (DOT) Regulations Title 49 CFR392~393 in USA or CCMTA - NSC10 in CANADA for more complete requirements regarding the proper methods and number of tie-downs required.

CHAIN GRADE	CHAIN SIZE INCHES	CHAIN SIZE MM	WORKING LOAD LIMIT (WLL) LBS.	WORKING LOAD LIMIT (WLL) KG.	Net weight of cargo to be secured in Lbs. (kg.) 10,000 (4,540)	15,000 (6,800)	20,000 (9,070)	25,000 (11,334)	30,000 (13,608)	35,000 (15,876)	40,000 (18,144)	45,000 (20,412)	50,000 (22,680)
ALLOY G100	9/32	7	4,300	1,950	2	2	3	3	4	4	5	6	6
	5/16	8	5,700	2,600	1	2	2	3	3	4	4	4	5
	3/8	10	8,800	4,000	1	1	2	2	2	2	3	3	3
	1/2	13	15,000	6,800	1	1	1	1	1	2	2	2	2
	5/8	16	22,600	10,300	1	1	1	1	1	1	1	1	2
ALLOY G80	9/32	7	3,500	1,570	2	3	3	4	5	5	6	7	8
	5/16	8	4,500	2,000	2	2	3	3	4	4	5	5	6
	3/8	10	7,100	3,200	1	2	2	2	3	3	3	4	4
	1/2	13	12,000	5,400	1	1	1	2	2	2	2	2	3
	5/8	16	18,100	8,200	1	1	1	1	1	1	2	2	2
TRANSPORT G70	1/4	7	3,150	1,430	2	3	4	4	5	6	7	8	8
	5/16	8	4,700	2,130	2	2	3	3	4	4	5	5	6
	3/8	10	6,600	2,990	1	2	2	2	3	3	4	4	4
	1/2	13	11,300	5,130	1	1	1	2	2	2	2	2	3
	5/8	16	15,800	7,170	1	1	1	1	1	2	2	2	2
HIGH TEST G43	1/4	7	2,600	1,180	2	3	4	5	6	7	8	9	10
	5/16	8	3,900	1,770	2	2	3	4	4	5	6	6	7
	3/8	10	5,400	2,450	1	2	2	3	3	4	4	5	5
	1/2	13	9,200	4,170	1	1	2	2	2	2	3	3	3

This chart is based on each tie-down secured to a trailer point, transversing across or through the load and then secured to another anchor point on the trailer. If used securing the tie-down to the trailer anchor point and attaching it directly to an article of cargo (i.e., a vehicle), the quantity of tie-downs required shall be two times (2x) the quantity listed in the chart above.

*This chart is only to be used as a reference.

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***Vehicles weighing 10,000 Lbs. or more MUST be secured & tied down at a minimum on all 4 corners!**

***Vehicles 10,000 Lbs. or less do not require corner tie-downs.**

There are many other load factors as well as product requirements in both the US & Canadian regulations that must be followed to properly secure a load for transport. Users must be knowledgeable and properly trained in these requirements before transporting loads in North America.

WARNING: All users must be trained in tie-down selection, use and inspection, cautions to personnel, environmental effects, all applicable standards, regulations & practices. Inspect all chain & loadbinders before each use. DO NOT USE if any of the following conditions are found:

1) Twisted or bent links, 2) Nicks or gouges, 3) Stretched or elongated links, 4) Excessive wear at any load bearing points, 5) Distorted or damaged hooks or attachment, 6) Unapproved repairs to the chain.

The only approved repair for a tie-down chain is **A) TWIN CLEVIS, B) COUPLING LINK** of the same grade & size as the chain.

(A)  (B) 

Protect tie-downs from damage when in contact with edges, protrusions or abrasive surfaces.

Never exceed the working load limit (WLL) of the tie-down; taking into account the load, vehicle anchor points and the tie-down configuration and angles.

User must be alert to any and all hazzards when securing cargo. Maintain and store tie-downs properly where they are protected from mechanical, chemical and environmental damage.