



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.

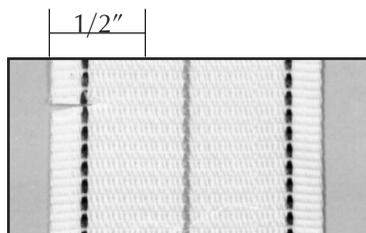
DEFECT CLASSIFICATION TABLE	
Web Size Inches	Removal From Service Range Total Defect Size (in)
4	Larger than 3/4"
3	Larger than 5/8"
2	Larger than 3/8"
1.75	Larger than 3/8"

REMOVAL FROM SERVICE—WEB TIEDOWNS

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

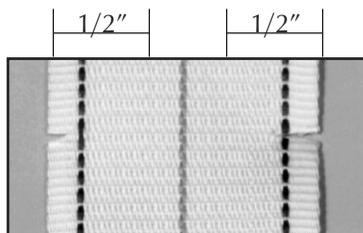
1. Cuts, burns and or holes which total more than that shown in the following Defect Classification Table
2. Separation of its load carrying stitch pattern(s).
3. Any broken, non-functioning fitting, tensioning device or hardware.
4. Any fitting, tensioning device or hardware which is obviously sprung,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



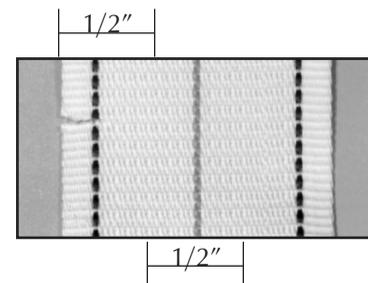
4" WEB SAMPLE #1

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



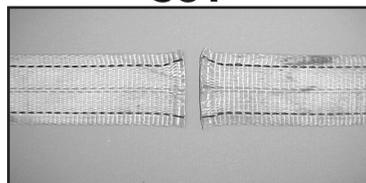
4" WEB SAMPLE #3

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

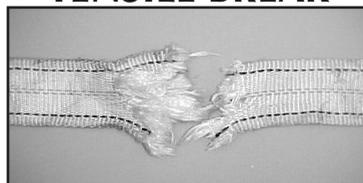
Identifying Web Damage

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

