TIEDOWN CHAINS

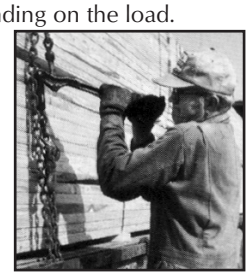
⚠ WARNING

- Failure to read, understand and follow these instructions may cause death or serious injury.
- Read and understand these instructions before using tie down chains.
- Determine that the weight of the load is within the working load limit of the tie down chains.
- Never exceed the working load limit of the tie down chains.
- Understand that as angles decrease in tie down chain assembly use, the working load limit is drastically reduced.
- If a tie down chain assembly cannot be identified as to grade, do not use it.
- Do not do makeshift repairs to tie down chains.
- Never use tie down chains for lifting. Refer to grade 80 and grade 100 recovery chains for such applications.
- Inspect the tie down chain, hardware and all attachments before each use.
- Never use any tie down chain, hardware or attachments that are visibly worn or damaged including those that are bent, elongated, stretched, gouged or nicked.
- Attach hooks such that the load is applied to the base or bearing point in a straight line with the eye or clevis.
- Point loading, side loading and back loading of hooks or attachments should never be done.
- Apply tie down chain and attachments in a straight line. Do not apply chain around sharp corners or edges.
- Do not twist or kink tie down chains.
- Do not tie knots in tie down chains.
- Connect towing hardware only to the vehicle manufactures approved connection or anchor points for that vehicle.
- Always stand clear of the vehicle when a load is being applied.
- Always be aware and avoid pinch points.
- Never stand between disabled vehicle and the recovery vehicle.
- Always avoid shock loading, jerking or dropping of the load.

LEVER LOADBINDERS

⚠ WARNING

- Failure to use this load binder properly may result in your serious injury or even death.
- Do not operate load binder while standing on the load.
- Hook load binder to chain so you can operate it while standing on the ground. Position load binder so its handle can be pulled downward to tighten chain (see photo). **Be aware of ice, snow, rain, oil, etc. that can affect your footing. Make certain your footing is secure.**



- All-Grip specifically recommends AGAINST the use of a handle extender (cheater pipe). If sufficient leverage cannot be obtained using the lever type load binder by itself, a ratchet type binder should be used.
- If the above recommendation is disregarded and a cheater pipe is used, it must closely fit the handle and must slide down the handle until the handle projections are contacted. The pipe should be secured to the handle, for example, by a pin, so that the pipe cannot fly off the handle if you loose control and let go. The increased leverage, by using a cheater pipe, can cause deformation and failure of the chain and load binder.
- During and after tightening chain, check load binder handle position. Be sure it is in the locked position and that its bottom side touches the chain link.
- Chain tension may decrease due to load shifting during transport. To be sure the load binder remains in proper position: Secure handle to chain by wrapping the loose end of chain around the handle and the tight chain, or tie handle to chain with soft wire.
- While under tension, load binder must not bear against an object.
- When releasing load binder, remember there is a great deal of energy in the stretched chain. This will cause the load binder handle to move very quickly with great force when it is unlatched. **Move handle with caution. It may whip - Keep Body Clear**.
- **Never use a cheater pipe or handle extender to release handle**. Use a steel bar and pry under the handle and **stay out of the path of handle** as it moves upward.
- If you release the handle by hand, use an open hand under the handle and push upward. **Do not close your hand around the handle. Always keep yourself out of the path of the moving handle**.
- **Always consider the safety of nearby workers as well as yourself when using load binder**.
- **You must be familiar with state and federal regulations regarding size and number of chain systems required for securing loads on trucks**.

See page 8 for definition of Working Load Limit (W.L.L.)

Always use Corner Protectors!