

## LOAD HUGGER BASICS

Lift-All Load Hugger cargo control and load securement products offer the van and flatbed operator a wide variety of options to meet U.S. DOT, FMCSA (Federal Motor Carrier Safety Administration), and CVSA (Commercial Vehicle Safety Alliance) requirements.\*

### Features and Benefits

- Meets all U.S. DOT, FMCSA, and CVSA regulations.
- Low stretch polyester webbing allows for more secure cargo control.
- All hooks and chain assemblies equal or exceed webbing strength.
- Webbing is soft and comes in varying widths; will not damage expensive cargo.
- Large selection; choose the capacity that is right for the load carried.
- Lightweight and easy to handle.
- Large selection of end fasteners, winches, and ratchets make choosing and using the correct assembly easy.
- Custom lengths available.

### Inspection Criteria

Remove from service if any of the following are visible:

- Cuts, holes, surface abrasion or crushed areas.
- Burns or chemical damage.
- Separation of load carrying stitch pattern.
- Hardware, fittings or tensioning devices which are broken, bent, twisted, cracked, or have nicks and gouges.
- Knotted webbing.
- Splices or other makeshift repairs.
- The loop ends are damaged.

See illustrations of damaged webbing in the Web Sling section and damaged chain and hooks in the Chain Sling section of this catalog.

### Environmental Considerations

- Synthetic webbing severely degrades at temperatures above 200°F.
- Prolonged exposure to ultraviolet light adversely affects synthetic webbing. Tiedown straps become bleached and stiff when exposed to sunlight or arc welding.
- Many acids, alkalis, and chemicals have an adverse effect on nylon and polyester. See the Chemical Environment Data table in the Web Slings section of this catalog.

\*CVSA (Commercial Vehicle Safety Alliance) [www.cvsa.org](http://www.cvsa.org)

### Safe Operating Practices

- Inspect tiedown straps and all hardware when the load is first being secured.
- Re-tighten tiedowns periodically during use.
- Never use *Load Huggers* for anything other than securing cargo. Do not use for lifting loads or towing vehicles.
- The load should be securely blocked and stabilized before tensioning the straps.
- Never exceed rated capacities.
- Use caution when tossing straps and chain anchor assemblies over a load.
- Check installation of portable winches. The ratchet pawl must be at the top of the toothed wheel and bolts tight against the rub rail.
- Weld-on winches should not be cracked.
- Corner protectors or sling protection must be used to protect *Load Huggers* from edges and abrasion.
- All hardware must be in line with the direction of pull to achieve full strength.

### Definitions

**Working Load Limit (WLL):** The maximum load that may be applied to an assembly or component in straight tension.

**Ultimate Breaking Strength:** The load at which an assembly or component will fail in testing.

Department of Transportation Regulations 393.102(b) uses the Ultimate Breaking Strength to calculate the number of tiedown assemblies required to secure a load.

Lift-All publishes Ultimate Breaking Strength for this purpose only. For safety, we recommend that only Working Load Limits are used for your calculations.



Scan and learn  
how to secure a load with *Load Hugger*™.

### WARNING

Always protect tiedowns from being cut by corners and edges. **Always protect synthetic slings from being cut by corners and edges. See the Sling Protection section in this catalog.**