

Definitions

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| Anchor Point | <i>The location to which a tiedown is attached to a vehicle. If the anchor point is inadequate to support the force of the tiedown system, then the load rating of the tiedown will be limited to the strength of the anchor point.</i> |
| Breaking Strength | <i>The tensile load in pounds or kilograms at which any part of the synthetic web tiedown assembly fails.</i> |
| Bulked Nylon | <i>Qualitative term to describe textured nylon yarn.</i> |
| Cargo | <i>All articles or material carried by a vehicle, including those used in operation of the vehicle.</i> |
| Chain Load Binder | <i>A binder incorporating an overcenter locking action.</i> |
| Cross-Docking | <i>The movement of goods directly from receiving dock to shipping dock to eliminate storage expense.</i> |
| Cubic Capacity | <i>The carrying capacity of a piece of equipment according to measurement in cubic feet.</i> |
| Cyclic Test | <i>A test to determine the cyclic life or acceptable cyclic rating of a tiedown component or assembly.</i> |
| Design Factor | <i>The ratio of the breaking strength to the Working Load Limit (WLL) assigned to each synthetic web tiedown assembly.</i> |
| Direct Tiedown | <i>A tiedown that is intended to provide direct resistance to potential shift of an article.</i> |
| Elongation | <i>The length of stretch at a specific amount of pull divided by the original length multiplied by 100%.</i> |
| Fabrication Efficiency | <i>The synthetic web tiedown assembly break strength, as a percentage of the webbing strength prior to fabrication.</i> |
| Heavy Duty Truck | <i>Truck with a gross vehicle weight generally in excess of 19,500 pounds (class 6-8). Other minimum weights are used by various laws or government agencies.</i> |
| Indirect Tiedown | <i>A tiedown whose tension is intended to increase the pressure of an article or stack of articles on the deck of the vehicle.</i> |
| Keeper | <i>A device used on a hook to prevent the hook from inadvertently releasing.</i> |
| Length | <i>The distance between extreme end bearing points of the synthetic web tiedown assembly, including the fittings.</i> |
| Proof Load Test | <i>A non-destructive load test of a web tiedown assembly to some multiple of the working load limit of a web tiedown assembly.</i> |
| Selvage | <i>The woven or knitted edge of synthetic webbing, so formed to prevent raveling.</i> |
| Sew/Stitch Pattern | <i>The pattern of the stitches used to sew the webbing together.</i> |
| Shoring Bar | <i>A structural section placed transversely between the walls of a vehicle to prevent cargo from tipping or shifting.</i> |
| Stuffer | <i>A longitudinal load bearing yarn in webbing.</i> |
| Ultimate (Destructive) Test | <i>A straight tensile load test of the synthetic web tiedown assembly tested to failure. The failure load is the average breaking strength value of minimum of five (5) test samples.</i> |
| Winch | <i>A device for tensioning a webbing or wire rope tiedown that is fitted with means to lock the initial tension.</i> |
| Working Load Limit | <i>This is the maximum combined static and dynamic load in pounds or kilograms that shall be applied in direct tension to a straight and undamaged tiedown assembly.</i> |