WINCH AND STRAP
REMOVAL FROM SERVICE CRITERIA

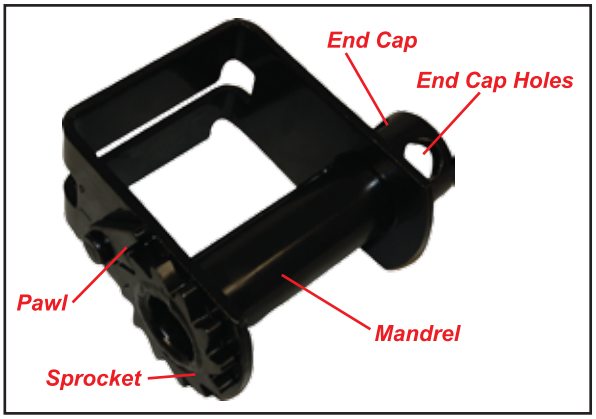
Committed to PREMIUM QUALITY

Ancra International wants to help ensure the security of your loads and the safety of your driver and the general public while using any of our strap or winch products.

Web Sling & Tie Down Association T-3: Recommended Standard Specifications For Winches Used With Web Tie Downs | SECTION 4.7.1 REMOVAL FROM SERVICE

A winch shall be removed from service if any of the following conditions exist:

- **A.** Mandrel is not free to rotate when the pawl is released
- **B.** Pawl is not free to drop into the sprocket by gravity
- **C.** Excessive corrosion
- **D.** End cap is deformed and will not permit use of winch bar.
- **E.** Distorted or deformed components
- **F.** Cracks, broken or malfunctioning components
- **G.** Cracked welds
- **H.** Weld of winch to vehicle is cracked.
- **I.** Deformed or worn winch track
- **J.** Any other visible damage which causes doubt as to the strength of the winch or winch track.



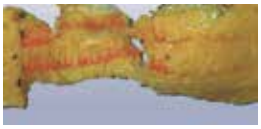
Web Sling & Tie Down Association T-1: Recommended Standard For Synthetic Web Tie Downs | 4.4.4 Removal From Service Criteria

A tie down shall be removed from service if any of the following forms of damage are visible:

- **A.** Holes, tears, cuts, snags or embedded particles which cause doubt as to the strength of the tie down.
- **B.** Broken or worn stitching in load bearing sew patterns.
- **C.** Excessive abrasive wear.
- **D.** If any load bearing part of the tie down has been tied into one or more knots.
- **E.** Melting, charring or weld spatter on any part of the tie down.
- **F.** Acid or alkali burns on the tie down.
- **G.** Signs of ultraviolet light degradation such as bleaching, increased stiffness or surface abrasion in areas not in contact with the load.
- **H.** Distortion, excessive pitting, corrosion or other damage to hardware.
- **I.** If either the tie down manufacturer or supplier identification is illegible or missing, or the assigned working load limit (WLL) is no longer visible.
- **J.** Any other visible damage which causes doubt as to the strength of the tie down.

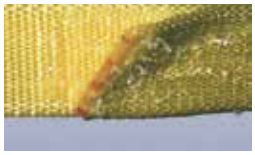

Excessive Abrasive Wear


Melting or Charring


Chemical Burns


Holes, Cuts, Tears, Snags


Tear in Webbing or Fitting


Broken or Worn Stitching

All information provided courtesy of the Web Sling & Tie Down Association (WSTDA.com).

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