

Rating and Marking of Tiedown Assemblies – Frequently Asked Questions

1. Is there a requirement for the manufacturers of trailers to rate the tracks that winches are mounted on?
No, there is currently no requirement to rate and mark the strength of anchor points.
2. If a tiedown is made up of a strap, winch and chain, do all three pieces require a rating?
If the manufacturer has provided a Working Load Limit for the complete tiedown assembly, it is not necessary to provide strength ratings for individual components which are permanent parts of the assembly.
3. Some ratings on winches are on the inside, if all three pieces are required to be rated, will inspectors require the tiedown to be taken off the load to see the rating on the winches?
Not for winches that serve as anchor points and are attached to the trailer, or where a strength rating is provided for the complete tiedown assembly.
4. What information is required for marking the WLL of tiedown assemblies? (eg name of manufacturer, date etc)
A tiedown or a component of a tiedown should be marked in accordance with the appropriate standard referred to in Part 4 of NSC Standard 10.
5. Can ratings only be provided by manufacturers?
Yes, recognizing that a manufacturer would include individuals or companies that assemble tiedowns using components fabricated and sold by others.
6. What are the requirements for establishing the strength rating of a tiedown?
The Working Load Limit of a tiedown or a component of a tiedown should be established in accordance with the appropriate standard referred to in Part 4 of NSC Standard 10
7. Do bungee cords need to be rated and marked with a WLL?
If a bungee cord is being used as a tiedown, it must be rated and marked with a Working Load Limit.
8. What are the requirements for rating and marking the strength of rope tiedowns?
A rope tiedown should be rated and marked in accordance with the appropriate standard referred to in Part 4 of NSC Standard 10.
9. Are knots permitted in ropes used as tiedowns?
A rope tiedown should be used in accordance with the provisions of the appropriate standard referred to in Part 4 of NSC Standard 10, including any restrictions on the use, or presence, of knots.
10. Do devices used in conjunction with a securing device to prevent a tiedown from becoming loose, unfastening, opening or releasing while the vehicle is in transit require a WLL marking (eg. metal rod on load binder).
No.
11. Do the markings need to be a numeric marking or will a manufacture code be sufficient?
Marking of Working Load Limits should be in accordance with the provisions of the appropriate standard referred to in Part 4 of NSC Standard 10.
12. Is there a durability requirement for marking by the manufacturer with respect to its working load limit?
No, but the absence of a legible marking from the manufacturer indicating the strength of a tiedown will cause it to be assigned a default WLL of zero.