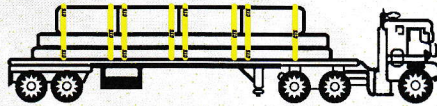


CTS

Cargo Tie-Down Specialty Inc.



CARGO CONTROL PRODUCTS & COMPONENTS



COMPANY PROFILE

General Business Activities

CTS Cargo Tie-Down Specialty Inc. is a Canadian owned company. It was established in 1999. Our company specializes in producing high quality cargo control equipment.

We are proud of our reputation for producing the finest tie-downs made in Canada. **CTS** specializes in all kinds of cargo products: cargo bars, decking beams, winch straps, wheel tie downs, custom cargo nets, slings, hardware and offers a wide variety of high quality tie down straps for recreational vehicle applications.

Since the company's inception, we have adopted advanced production & testing equipment and technology from abroad, select best raw materials for production. All of these will absolutely guarantee the product quality to meet the stringent market standards.

We pay much attention to the innovations of technology, production and management. We take a moderate and meticulous attitude and explore this field boldly and conscientiously.

Company Strategy

Purpose – To be a leader in the cargo securement industry by providing enhanced services, profitability, create mutually beneficial relationships with our customers.

Vision – To provide quality services that exceeds the expectations of our esteemed customers.

Mission statement – To build long term relationships with our customers, everyday we immerse ourselves in this field's development and provide exceptional customer services by pursuing business through innovation and advanced technology.

Core values – We believe in treating our customers with respect and faith. We grow through creativity, invention and innovation. We integrate honesty, integrity and business ethics into all aspects of our business functioning.

Goals – We always strive to pursue the leading position in this market and consider this as our business motto: take care of our customers' needs as our vitality and continuity puts sincerity in the predominant position.



MEMBER OF TRADE ASSOCIATIONS

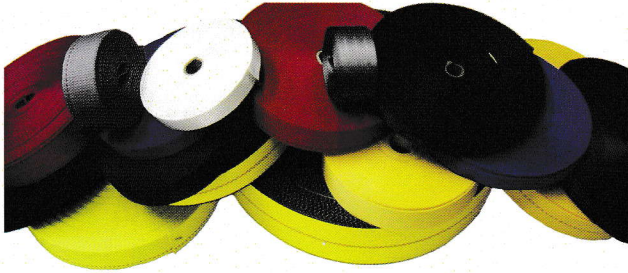
All of our products are in compliance with the North American Cargo Securement Standard.



COMPANY TOUR

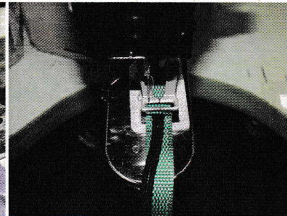
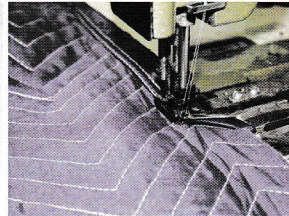
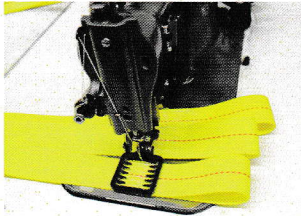
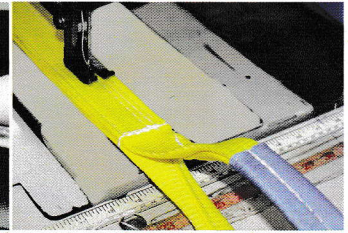
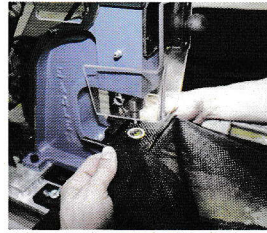
RAW MATERIALS

We select the best raw materials of high tenacity-industrial polyester / nylon webbing for production.



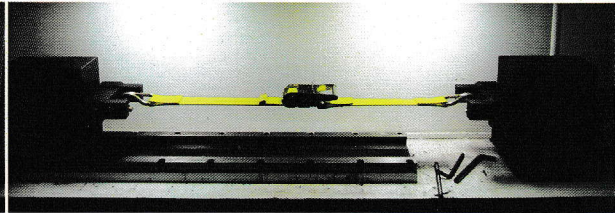
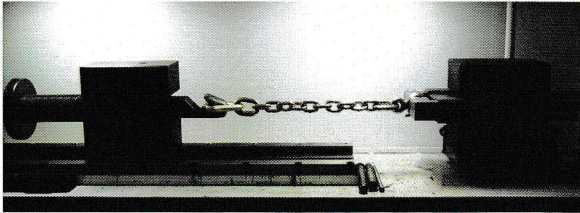
EQUIPMENT

Our efficient in-house manufacturing facility ensures exceptional quality and quick delivery. We understand that our customers need dependability and top quality in order to build a long lasting business relationship. Our experienced personnel can not only assist you with any special modifications required such as custom size lengths beyond standard, but also develop new designs to meet your project requirements.



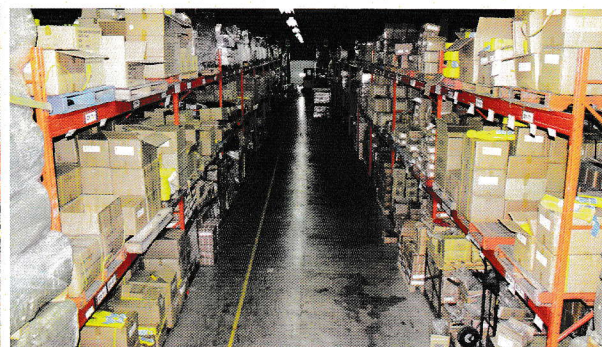
QUALITY CONTROL COMMITMENT

Our engineers go through stringent quality inspections during all the procedures of the manufacturing to ensure exceptional quality and confidence in our products. Our in-house quality control equipment ensures a level of quality that leaves our customers delighted with their decision to do business with **CTS**.



INVENTORY, SHIPPING

As part of our emphasis on exceptional service, **CTS** maintains a large inventory to ensure prompt delivery after your order is placed. Even under time constraints, customer satisfaction is our top priority.



GENERAL INFORMATION

IT IS THE OWNER'S AND USER'S RESPONSIBILITY TO DETERMINE SUITABILITY OF A PRODUCT FOR ANY PARTICULAR USE. CHECK ALL APPLICABLE INDUSTRY, TRADE ASSOCIATION, FEDERAL, PROVINCIAL AND LOCAL REGULATIONS. READ ALL OPERATING INSTRUCTIONS AND WARNINGS CAREFULLY.

GENERAL RULE

Cargo must be firmly immobilized or secured on or within a vehicle by structures of adequate strength, dunnage (loose materials used to support and protect cargo) or dunnage bags (inflatable bags intended to fill space between articles of cargo or between cargo and the wall of the vehicle), shoring bars, tiedowns or a combination of these.

CARGO PLACEMENT AND RESTRAINT

Articles of cargo that are likely to roll must be restrained by chocks, wedges, a cradle or other equivalent means to prevent rolling. The means of preventing rolling must not be capable of becoming unintentionally unfastened or loose while the vehicle is in transit. Articles of cargo placed beside each other and secured by transverse tiedowns must be:

1. Placed in direct contact with each other, or
2. Prevented from shifting towards each other while in transit.

MINIMUM WORKING LOAD LIMIT FOR CARGO SECUREMENT DEVICES AND SYSTEMS

The aggregate working load limit of any securement system used to secure an article or group of articles against movement must be at least one-half the weight of the article or group of articles. The aggregate working load limit is the sum of: One-half the working load limit of each tiedown that goes from an anchor point on the vehicle to an attachment point on an article of cargo; and the working load limit for each tiedown that goes from an anchor point on the vehicle, through, over or around the cargo and then attaches to another anchor point on the vehicle.

MINIMUM NUMBER OF TIEDOWNS

The cargo securement system used to restrain articles against movement must meet requirements concerning the minimum number of tiedowns. This requirement is in addition to complying with rules concerning the minimum working load limit. When an article of cargo is not blocked or positioned to prevent movement in the forward direction, the number of tiedowns needed depends on the length and weight of the articles. There must be - one tiedown for articles 5 ft or less in length, and 1,100 lbs or less in weight; two tiedowns if the article is -

1. 5 ft or less in length and more than 1,100 lbs in weight; or
2. greater than 5 ft but less than 10 ft, regardless of weight.

In the following example, one tiedown is required because the article of cargo is 5 ft in length and does not exceed 1,100 lbs. If the article of cargo were greater than 5 ft in length but less than 10 ft, two tiedowns would be needed regardless of the weight. When an article of cargo is not blocked or positioned to prevent movement in the forward direction, and the item is longer than 10 ft in length, then it must be secured by two tiedowns for the first 10 ft of length, and one additional tiedown for every 10 ft of length, or fraction thereof, beyond the first 10 ft. An example of this is provided below. If an article is blocked, braced or immobilized to prevent movement in the forward direction by a headerboard, bulkhead, other articles that are adequately secured, or other appropriate means, it must be secured by at least one tiedown for every 10 ft of article length, or fraction thereof.

SPECIAL RULE FOR SPECIAL PURPOSE VEHICLES

Generally, the basic rules concerning the minimum number of tiedowns do not apply to a vehicle transporting one or more articles of cargo such as, but not limited to, machinery or fabricated structural items (e.g., steel or concrete beams, crane booms, girders, and trusses, etc.) which, because of their design, size, shape or weight, must be fastened by special methods. However, any article of cargo carried on that vehicle must be secured adequately to the vehicle by devices that are capable of meeting the performance requirements and the working load limit requirements.

GENERAL INFORMATION

DEFINITIONS

Information contained in this catalogue is subject to change; all weights and dimensions are approximate. Ratings are stated in short tons (2,000lbs.) or pounds. All dimensions are in inches or mm; all weights are in pounds, unless stated otherwise.

WORKING LOAD LIMIT (WLL)

The Working Load Limit is the maximum load which should ever be applied to the product, even when the product is new and when the load is uniformly applied - straight line pull only. Avoid side loading. All catalog ratings are based upon usual environmental conditions and consideration must be given to unusual conditions such as extreme high or low temperatures, chemical solutions or vapors, prolonged immersion in salt water, etc. **NEVER** exceed the Working Load Limit.

The maximum allowable load assigned to each synthetic web tie-down is not to exceed one-third (1/3) of the complete assembly breaking strength.

BREAKING STRENGTH (B/S)

Do not use breaking strength as a criterion for service or design purposes. Refer to the Working Load Limit instead. Breaking Strength is the average force at which the product, in the condition it would leave the factory, has been found by representative testing to break, when a constantly increasing force is applied in direct line to the product at a uniform rate of speed on a standard pull testing machine. Proof testing to twice the Working Load Limit does not apply to hand-spliced slings. **REMEMBER:** Breaking Strengths, when published, were obtained under controlled laboratory conditions. Listing of the Breaking Strength does not mean the Working Load Limit should ever be exceeded.

DESIGN FACTOR

The ratio of the breaking strength to the working load limit (WLL) for each synthetic web tie down or sling.

LIMITED WARRANTY

- **CTS** products are warranted for a period of 90 days from date of shipment to be free from defects in material or workmanship under normal use and service. Any products found to be defective in material or workmanship within the warranty period will be repaired or replaced.
- This warranty does not extend to any product that has been subject to misuse, abuse, accident, negligence, exposure to the elements or chemicals, alterations, modifications of repair not authorized by **CTS**.
- The sole and exclusive maximum liability to **CTS** shall be the price of the product ordered. **CTS** shall not be liable under any circumstance for consequential or incidental damages, including but not limited to, labour costs and loss of products arising in connection with the use of or inability to use products purchased from **CTS**. **CTS** shall not be liable for any delay in or impairment of performance resulting from any circumstances or causes beyond its control in the conduct of its business.

FREIGHT POLICY - F.O.B. TORONTO, ONTARIO, CANADA

MINIMUM DOLLAR AMOUNT FOR PURCHASE ORDER - \$75.00

RETURN GOODS

- All returns must be approved in advance. Please call 1-888-412-7144 / 416-412-7144 to attain a RGA (Return Goods Authorization) number and a return form prior to return any product to us. No goods may be returned without an AUTHORIZATION NUMBER. A 10% - 25% restocking charge will be applied to all goods returned.
- We will not accept returns of any items that we consider to be a special product, custom orders are made to specifications or any item which has been modified in any way from our standard design.

PAYMENT TERMS

- Our standard terms to approved credit are **NET 30** days from invoice date. We reserve the right to hold shipment of goods to accounts we consider to be in arrears.
- We welcome EFT payment, Visa, Master Card and American Express cards.

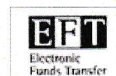


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